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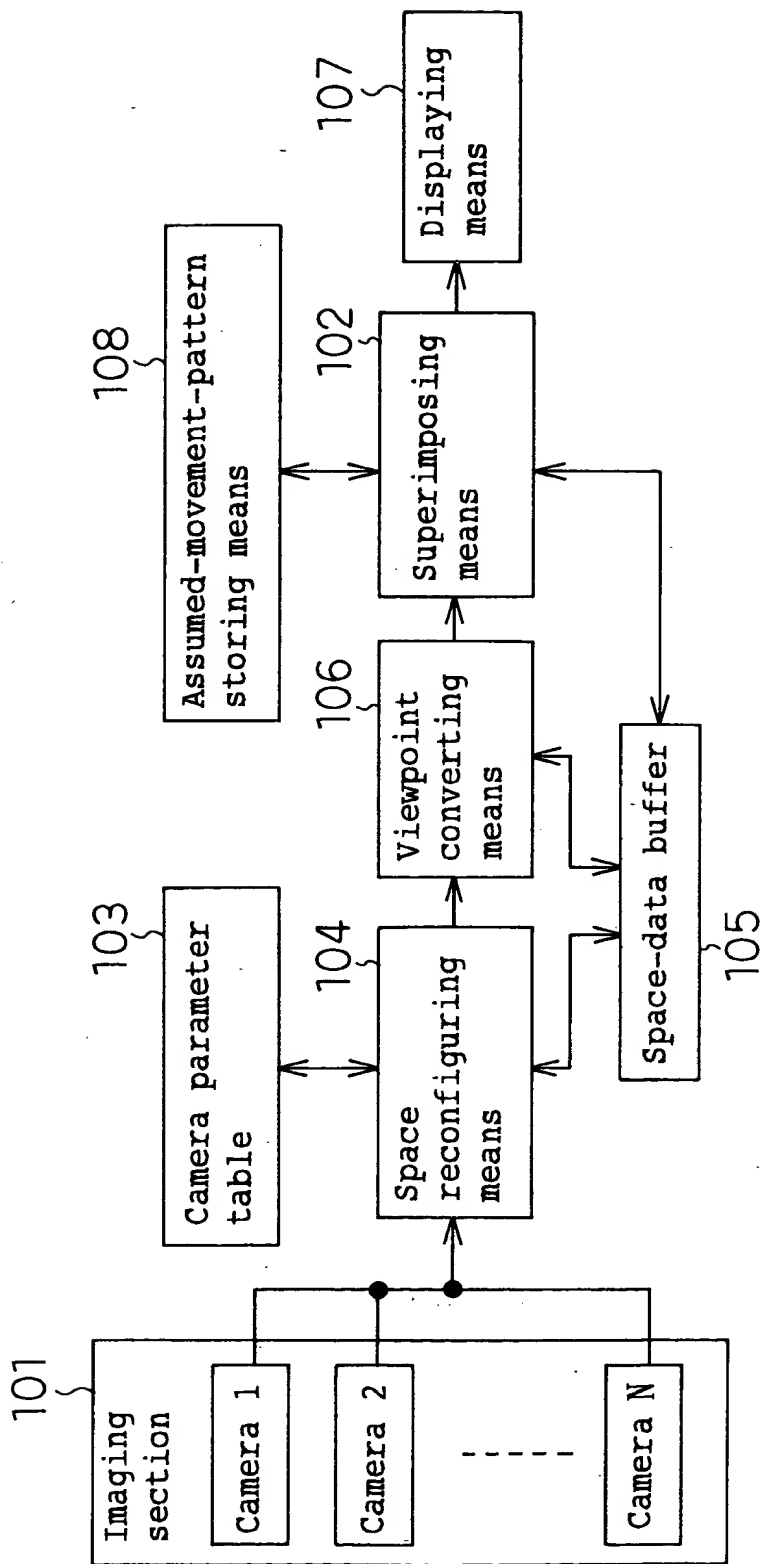


Fig. 2

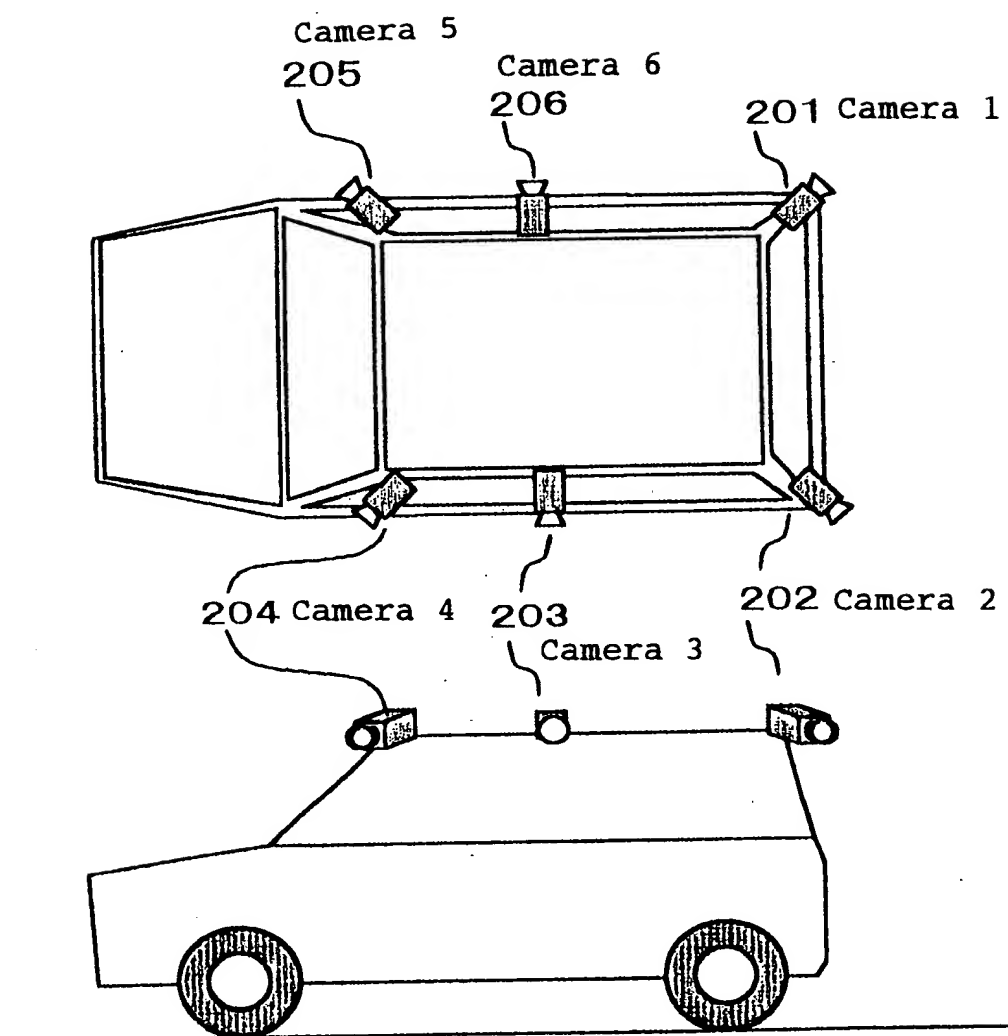
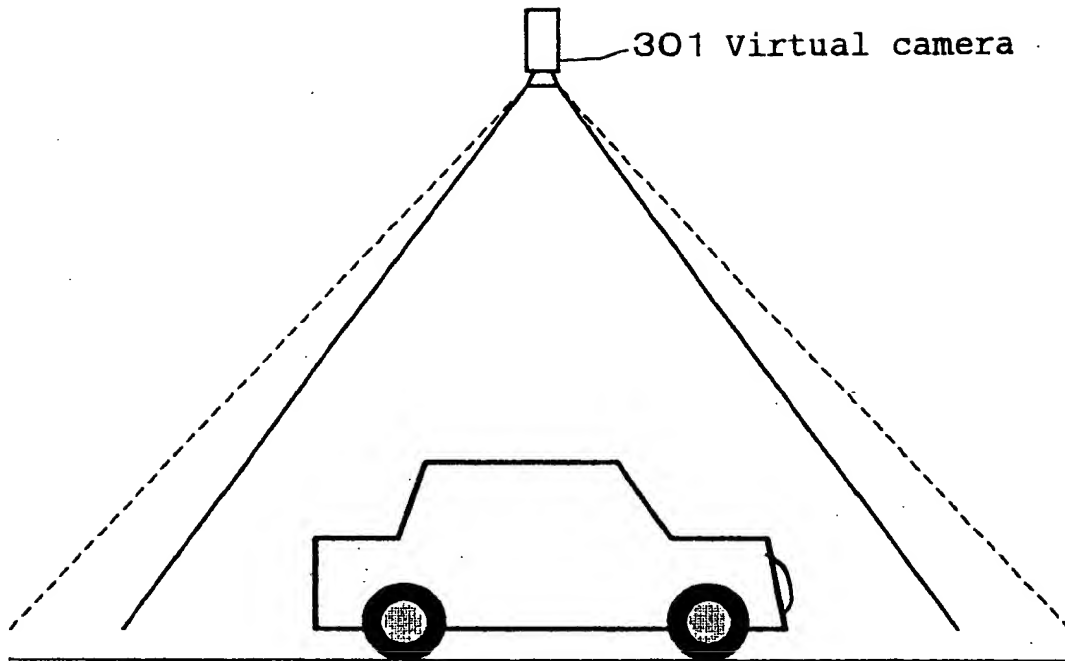


Fig. 3



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[illegible]

A diagram of a rectangular environment with rounded corners. The interior is white. There are two obstacles, each represented by a rectangle filled with diagonal hatching lines. The first obstacle is in the upper-left quadrant, with the label "401 Obstacle" above it and a line pointing to its top-right corner. The second obstacle is in the lower-left quadrant, with the label "402 Obstacle" to its right and a line pointing to its bottom-right corner.

401 obstacle

402 Obstacle

Fig. 5 (a)

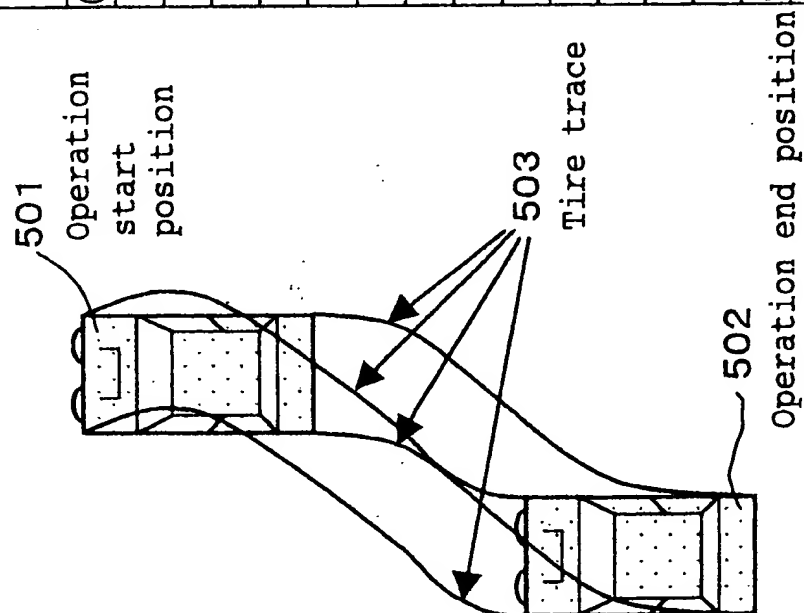


Fig. 5 (b)

Number of revolutions of tire	Steering angle of steering wheel
(Unit: One turn)(Unit: Degree)	
0.25	0
0.25	-45
0.25	-90
0.2	-135
0.1	-180
0.2	-135
0.25	-90
0.25	-45
0.8	0
0.25	45
0.25	90
0.2	135
0.1	180
0.2	135
0.25	90
0.25	45
0.25	30
0.25	15
0.5	5
0.5	0

Fig. 6 (a)

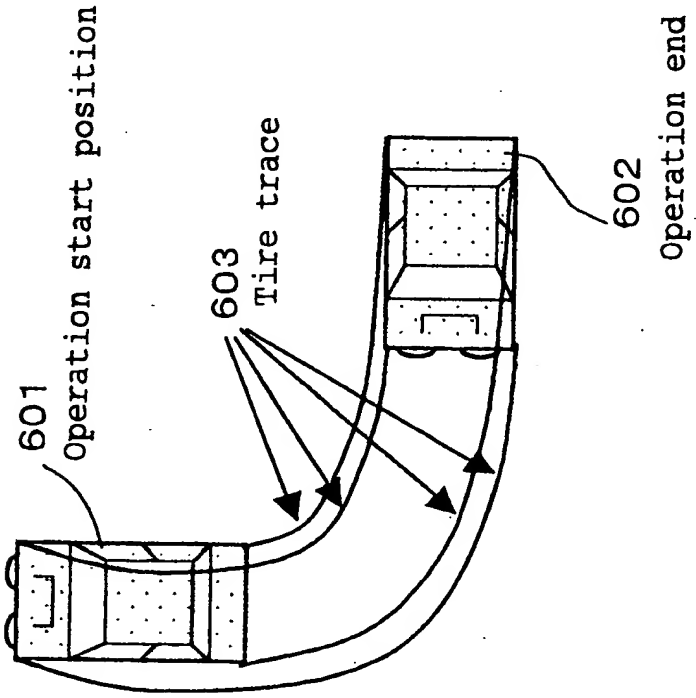


Fig. 6 (b)

Number of revolutions of tire	Steering angle of steering wheel
(Unit: One turn)	(Unit: Degree)
0.2	0
0.25	45
0.25	90
0.2	135
0.1	180
0.2	135
0.25	90
0.25	45
0.25	30
0.25	15
0.5	5
0.75	0

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Fig. 7

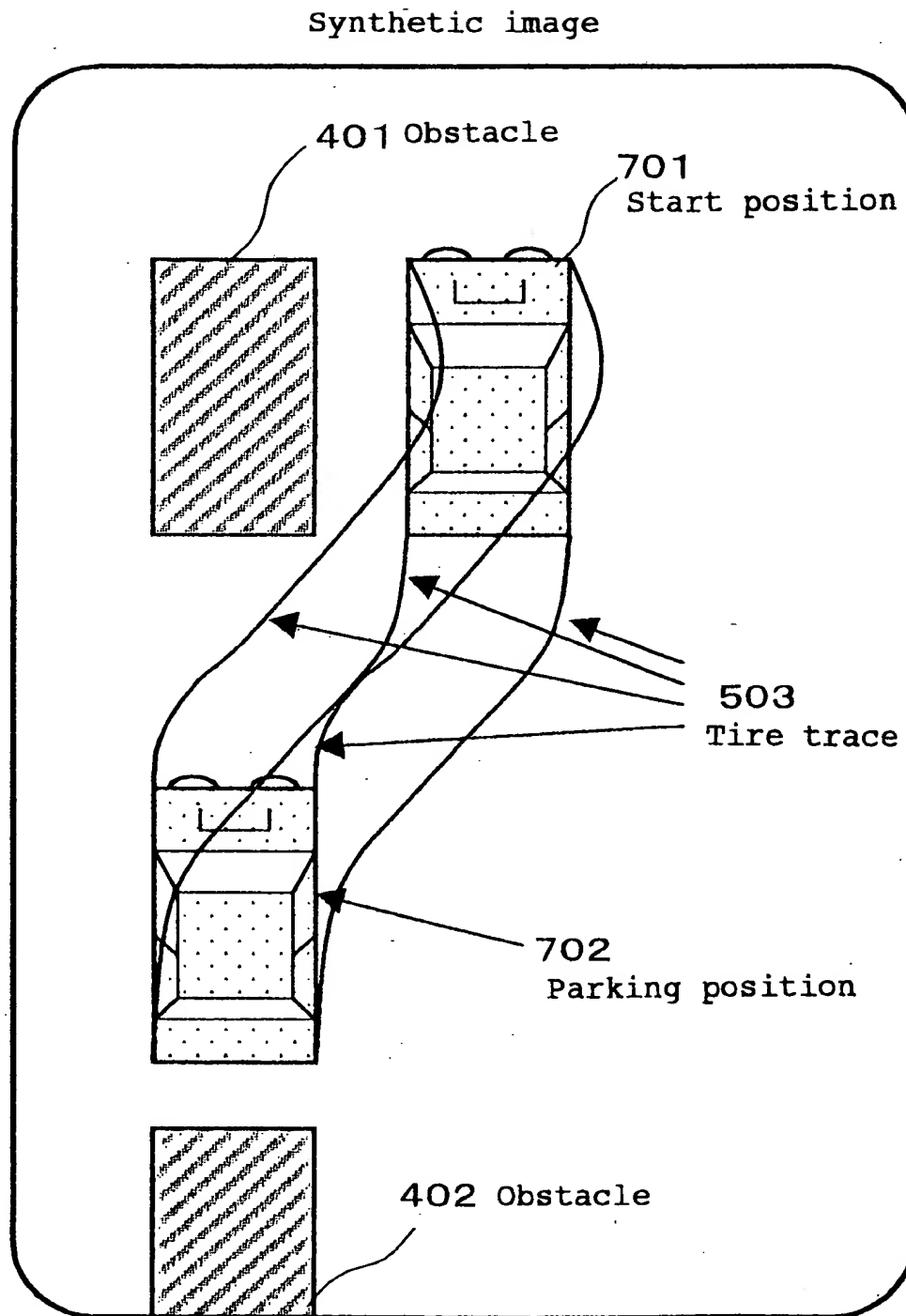
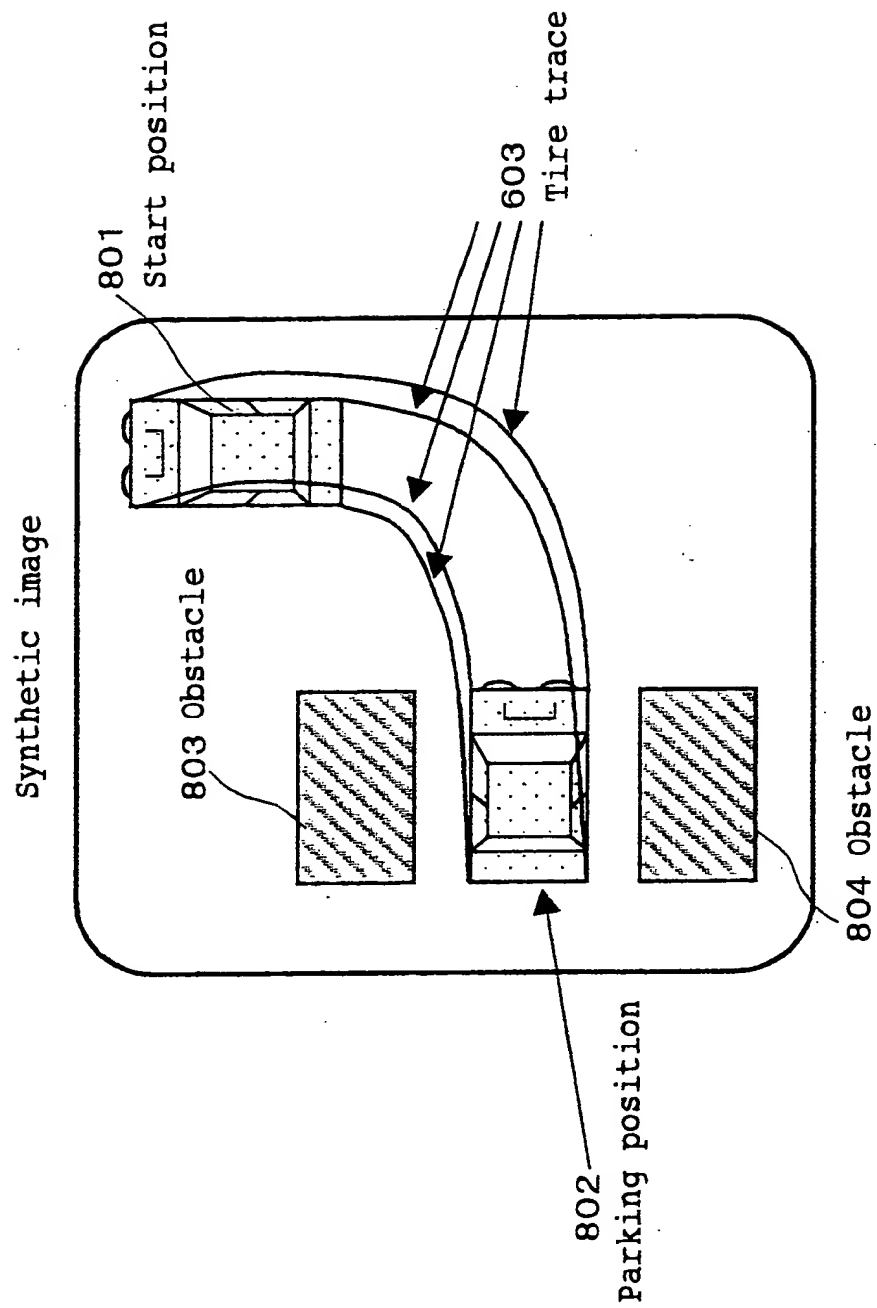


Fig. 8



902
Target parking
position



Fig. 10(c)

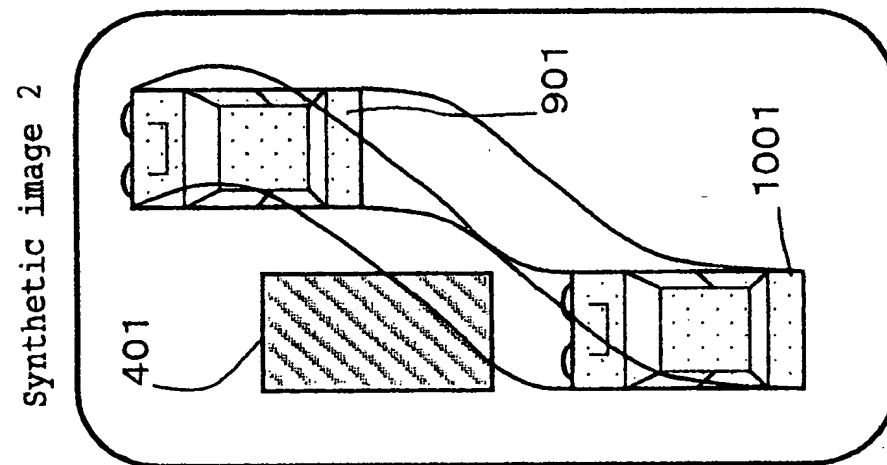


Fig. 10(b)

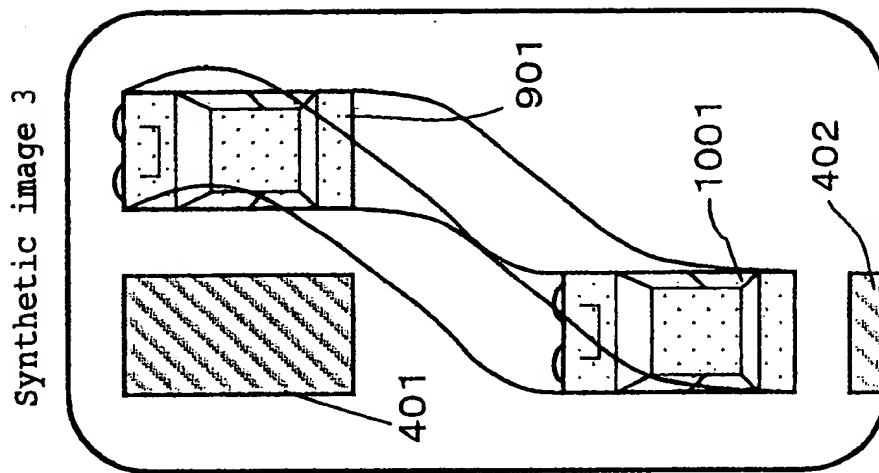
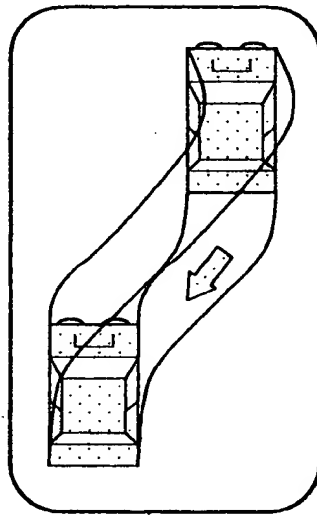


Fig. 10(c)

Fig. 11

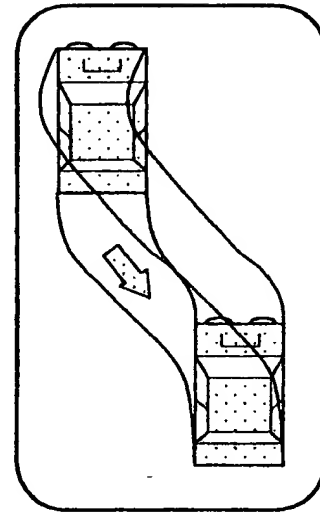
Assumed-movement pattern

1101

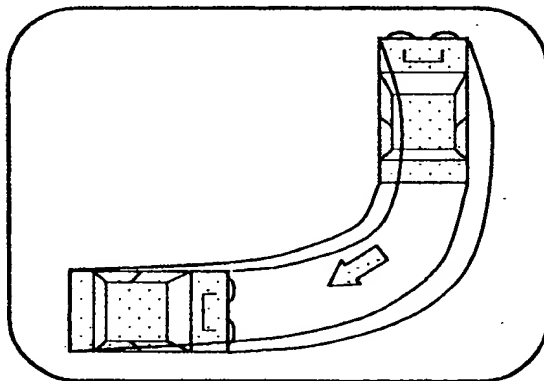


Assumed-movement pattern

1102



Assumed-movement pattern 1103



Assumed-movement pattern 1104

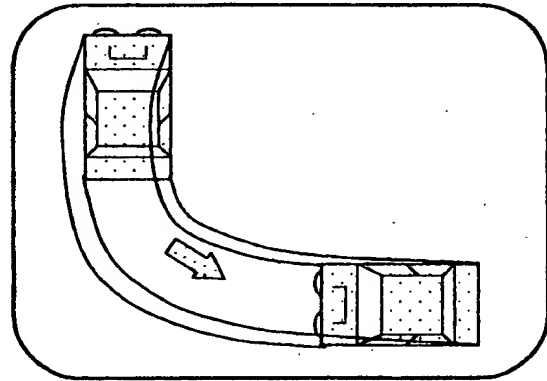


Fig. 12

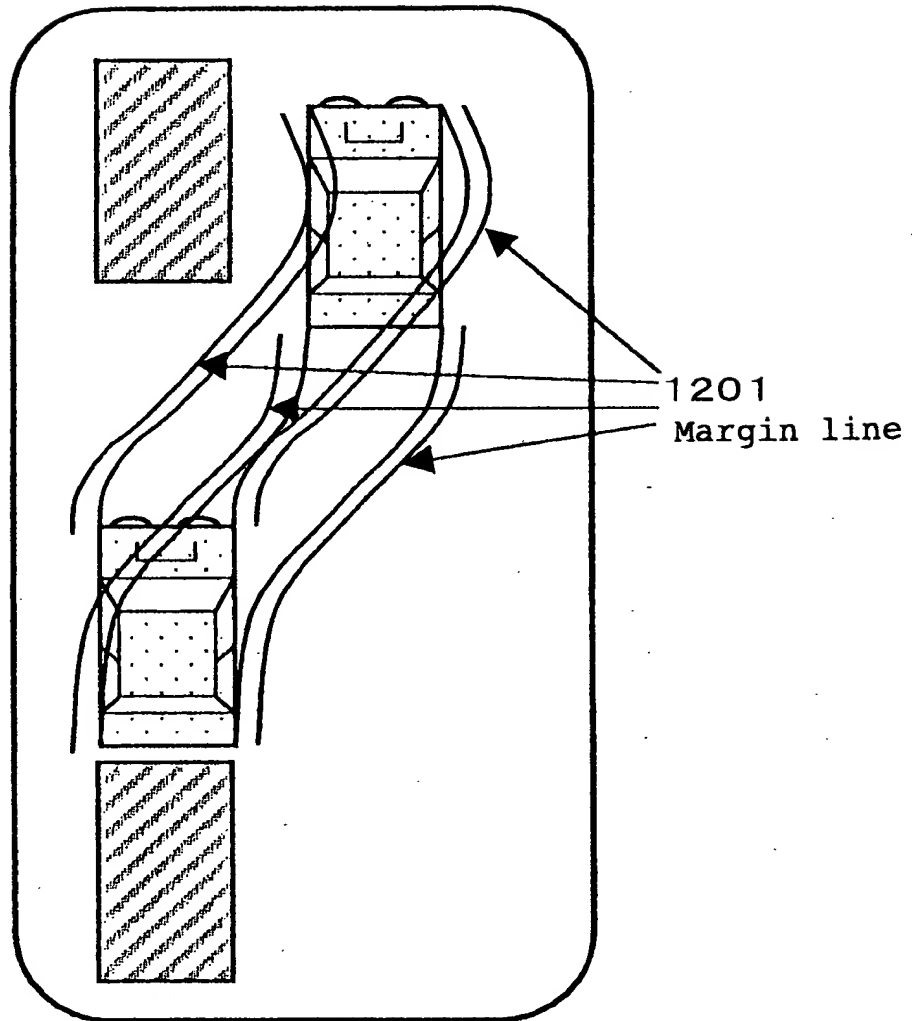


Fig. 13

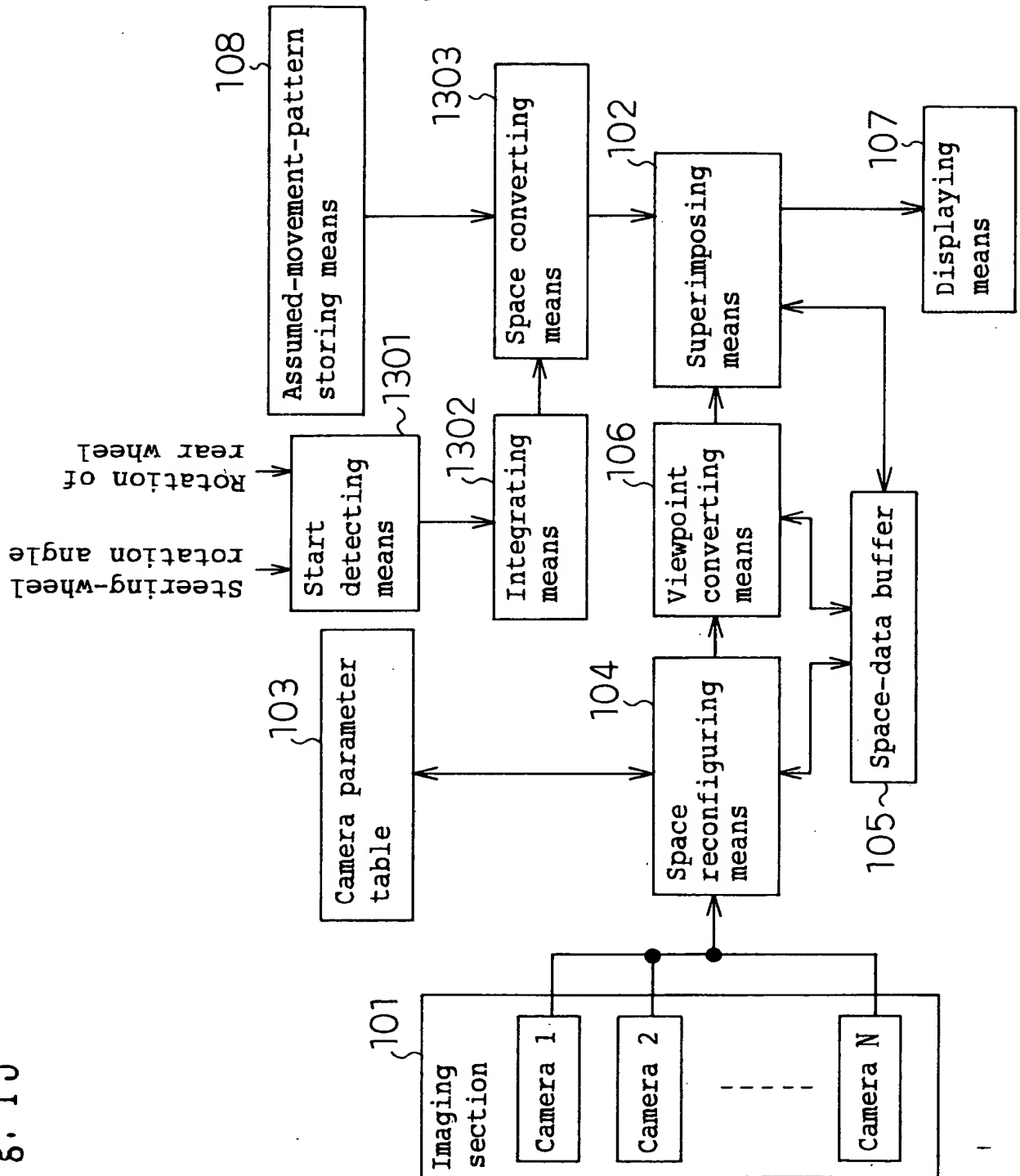


Fig. 14 (a)

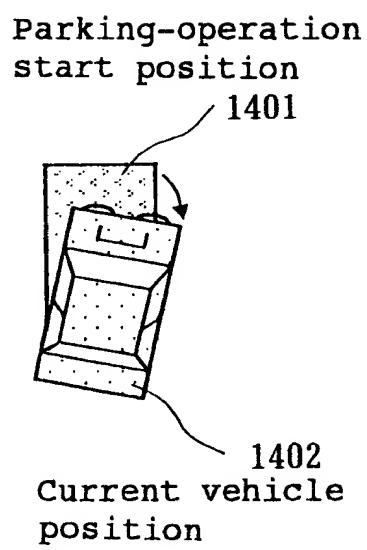


Fig. 14 (b)

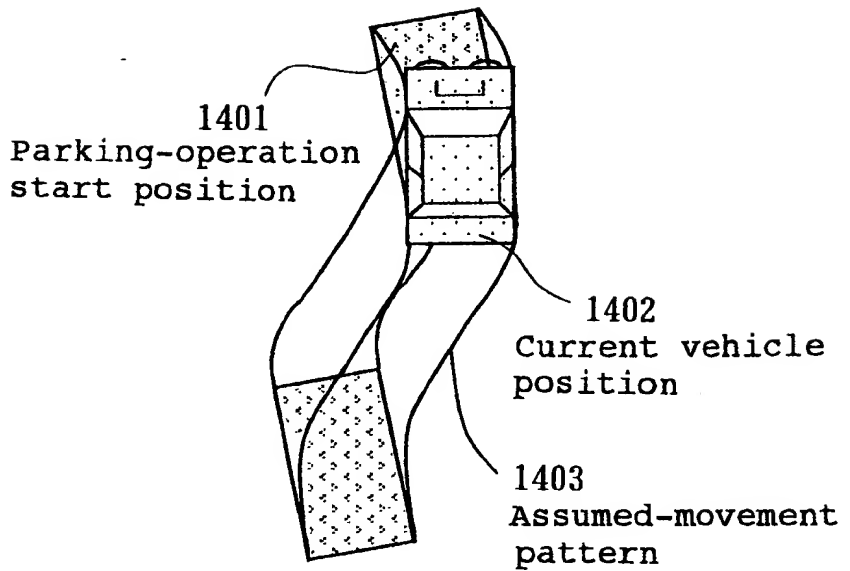
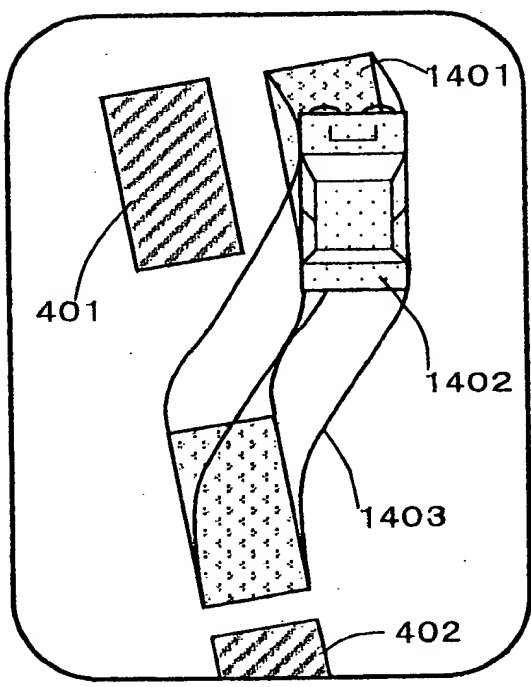


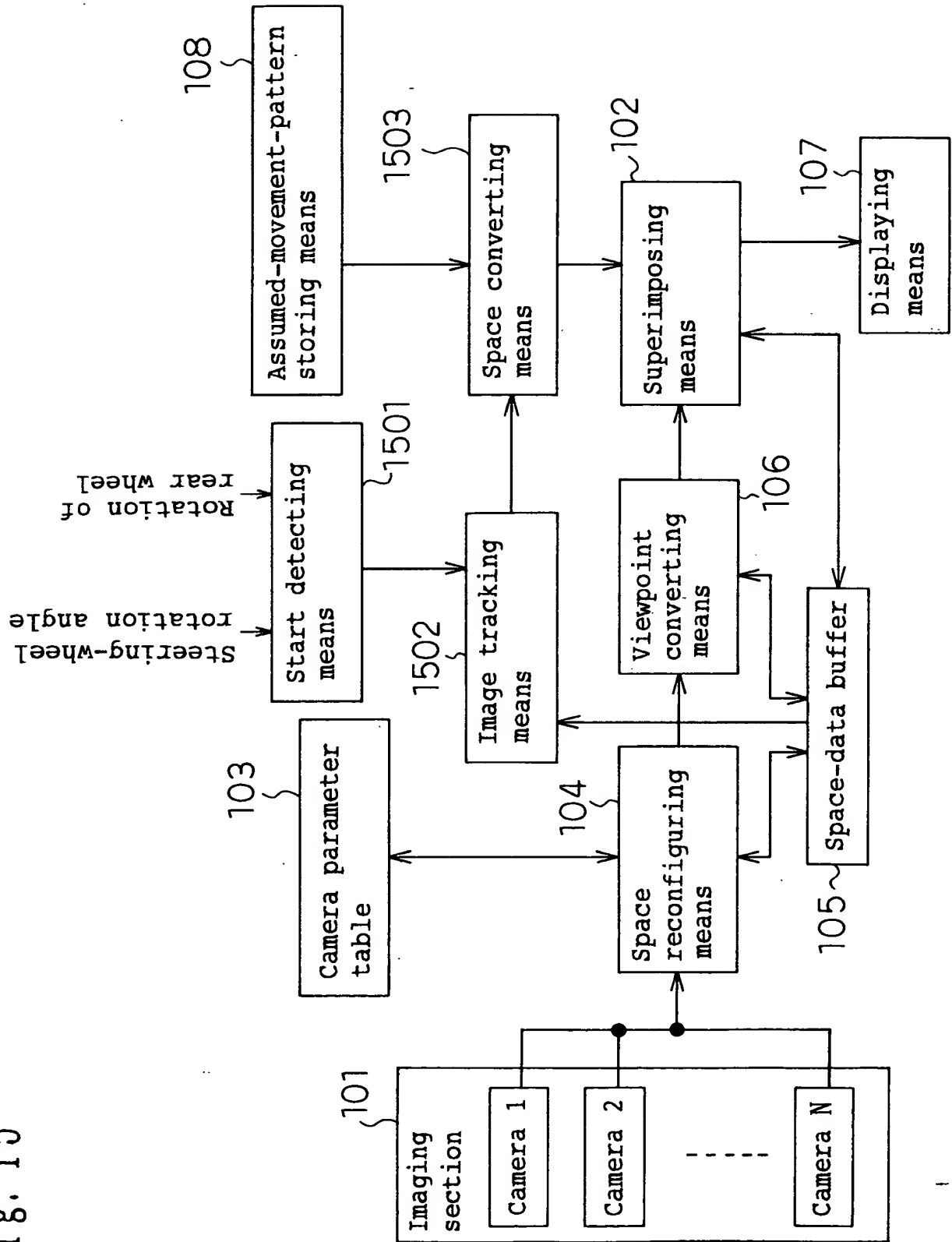
Fig. 14 (c)

Synthetic image



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Fig. 16 (a)

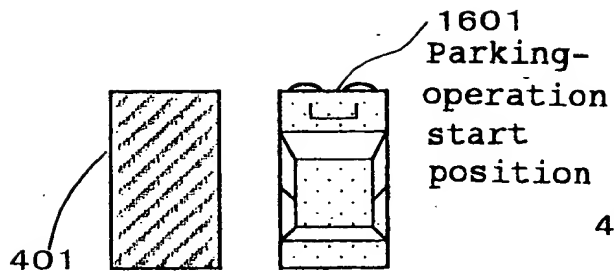


Fig. 16 (b)

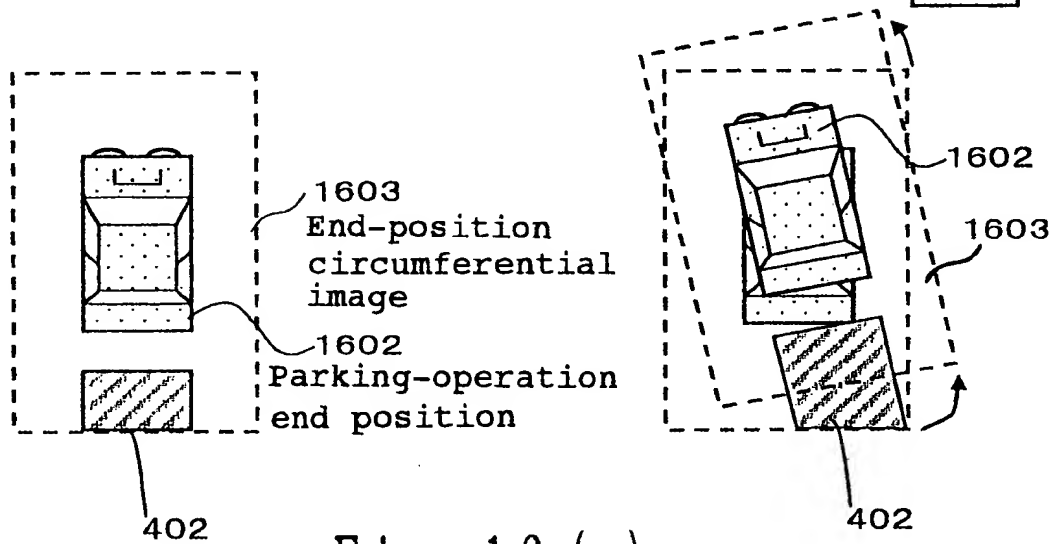
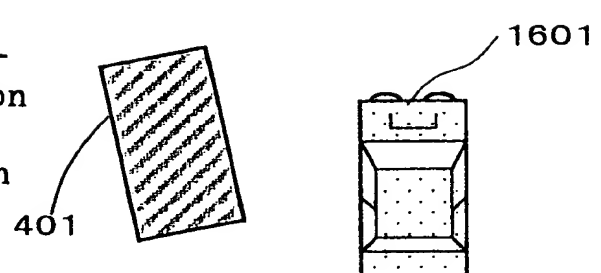
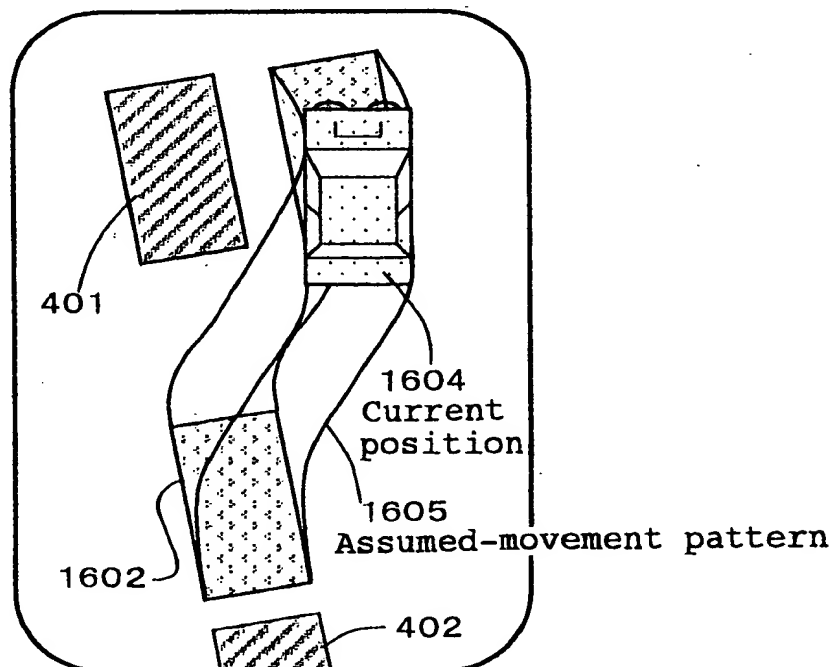


Fig. 16 (c)

Synthetic image



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Fig. 17

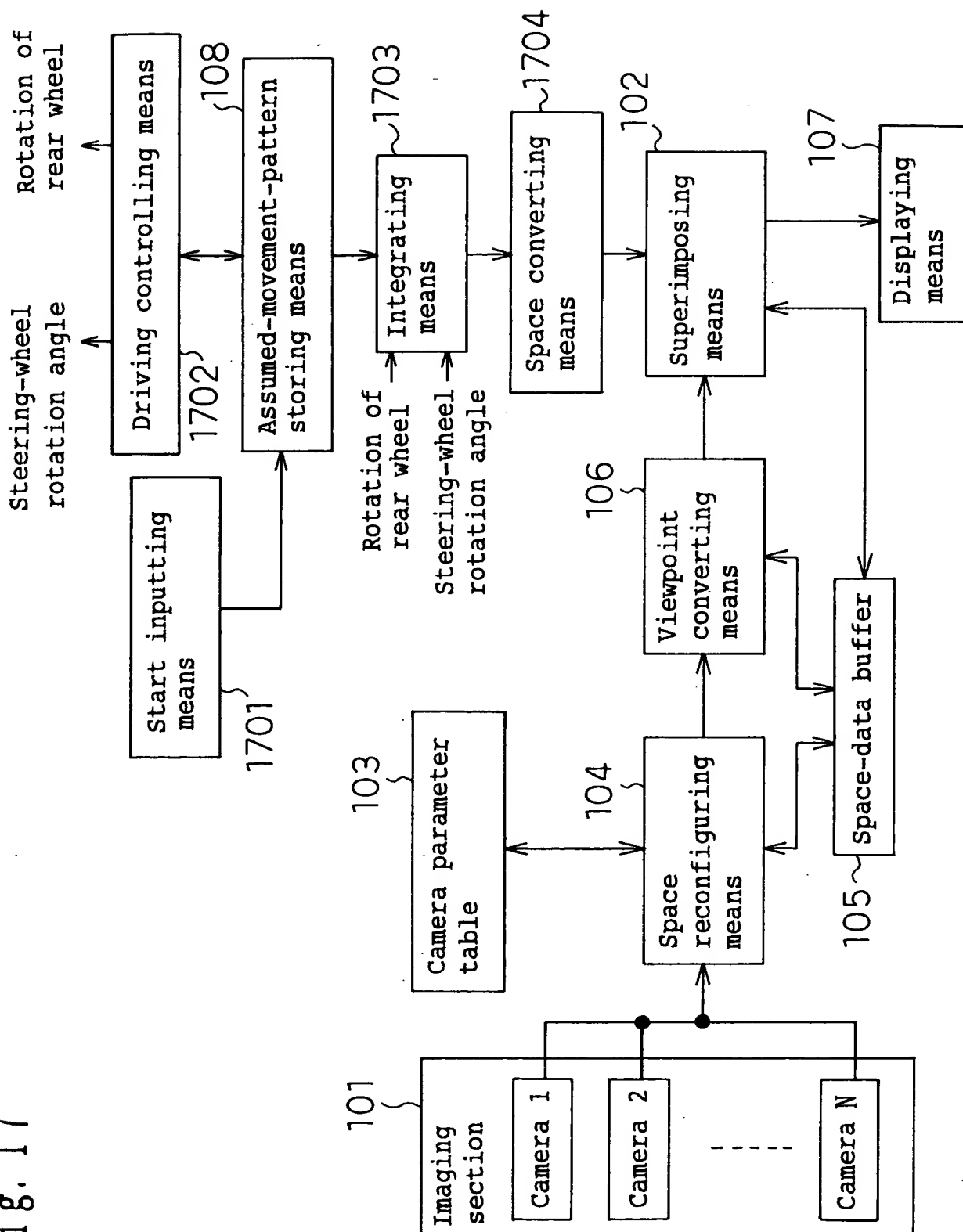
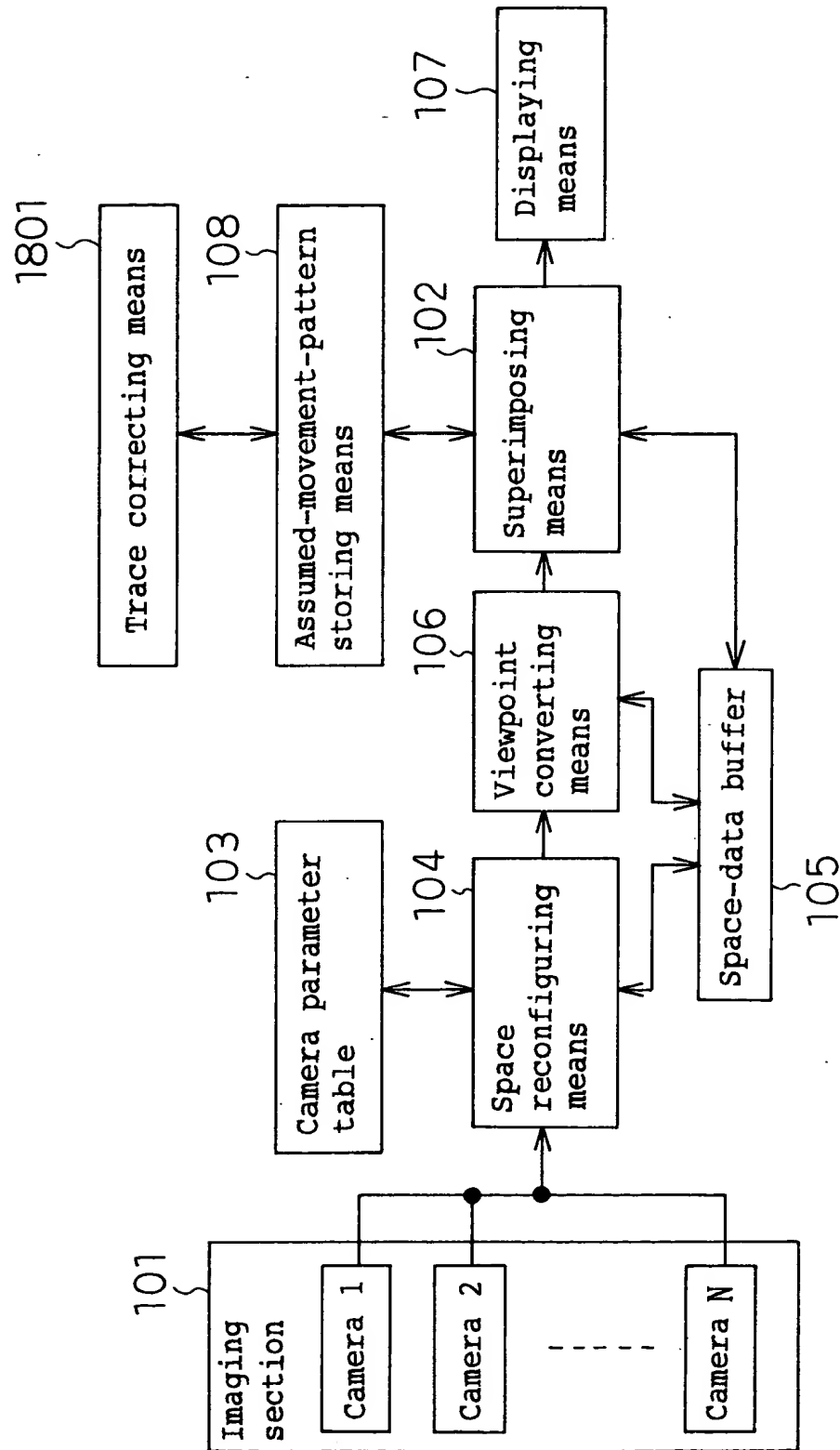


Fig. 18



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Fig. 19 (a)

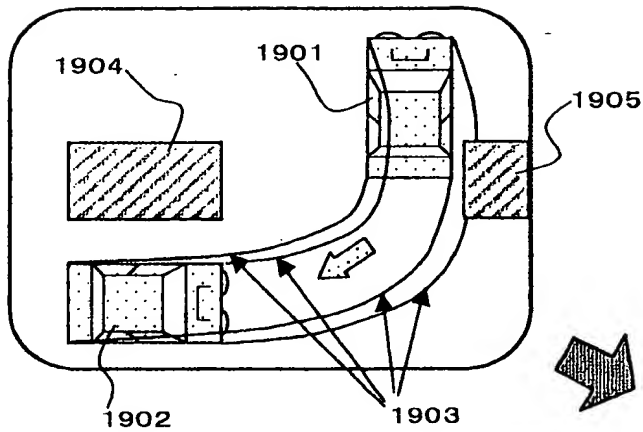


Fig. 19 (b)

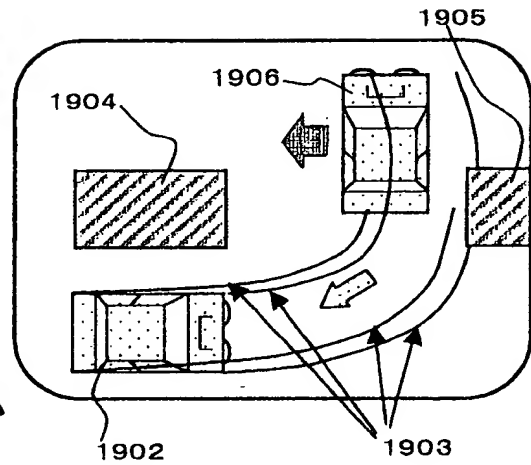


Fig. 19 (c)

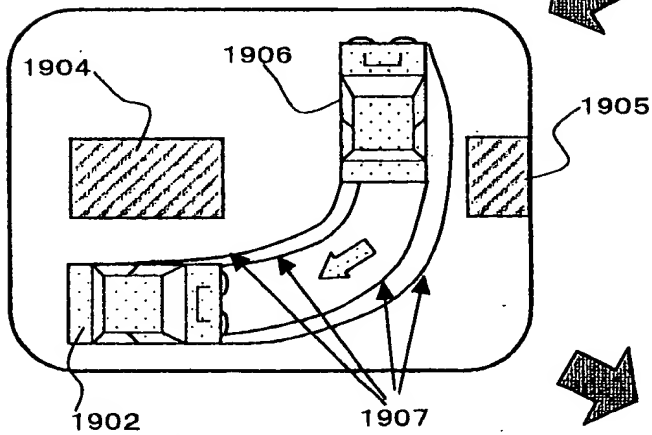
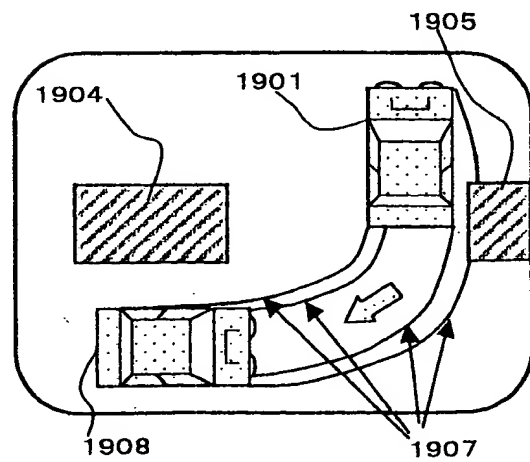


Fig. 19 (d)



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Fig. 20

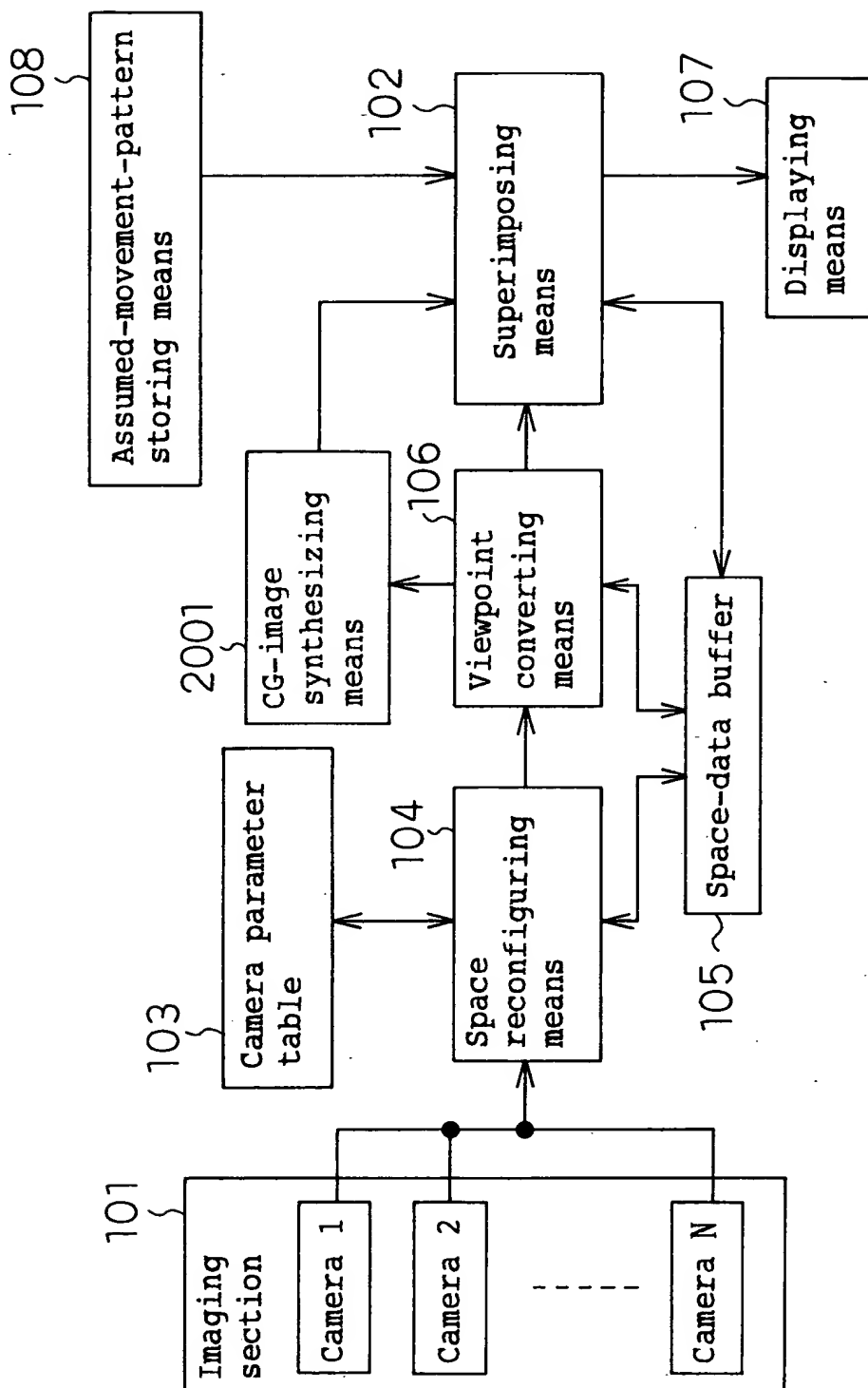


Fig. 21 (a)

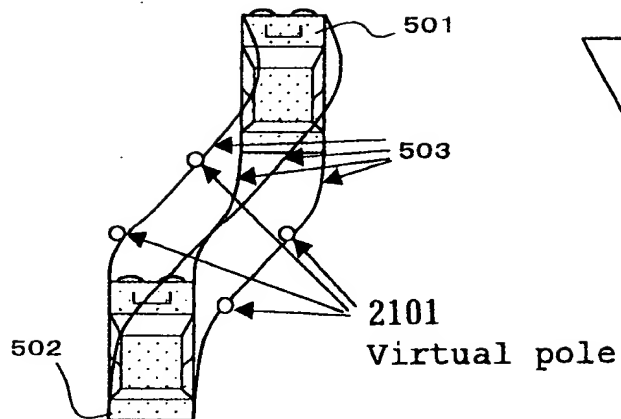


Fig. 21 (b)

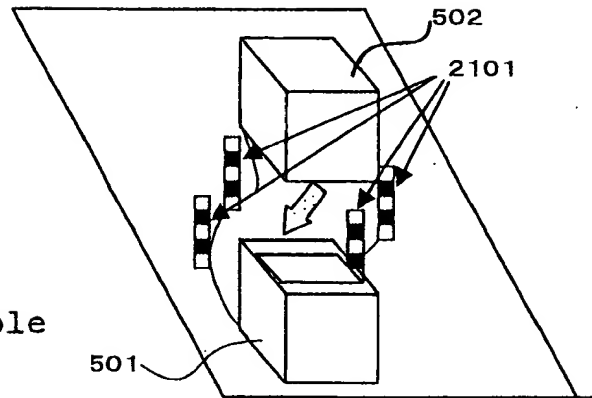


Fig. 21 (c)

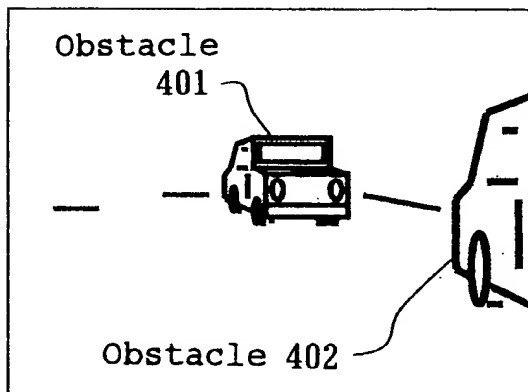


Fig. 21 (d)

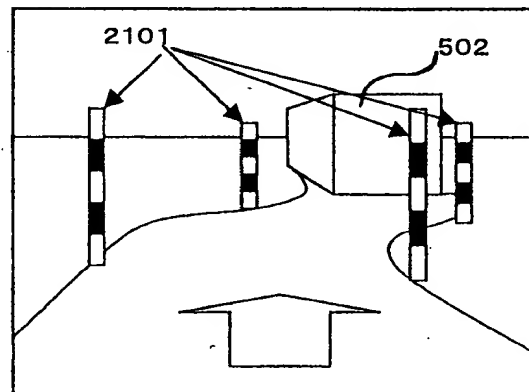


Fig. 21 (e)

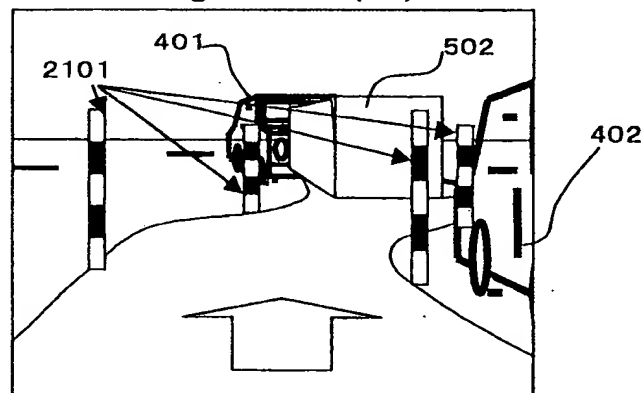


Fig. 22

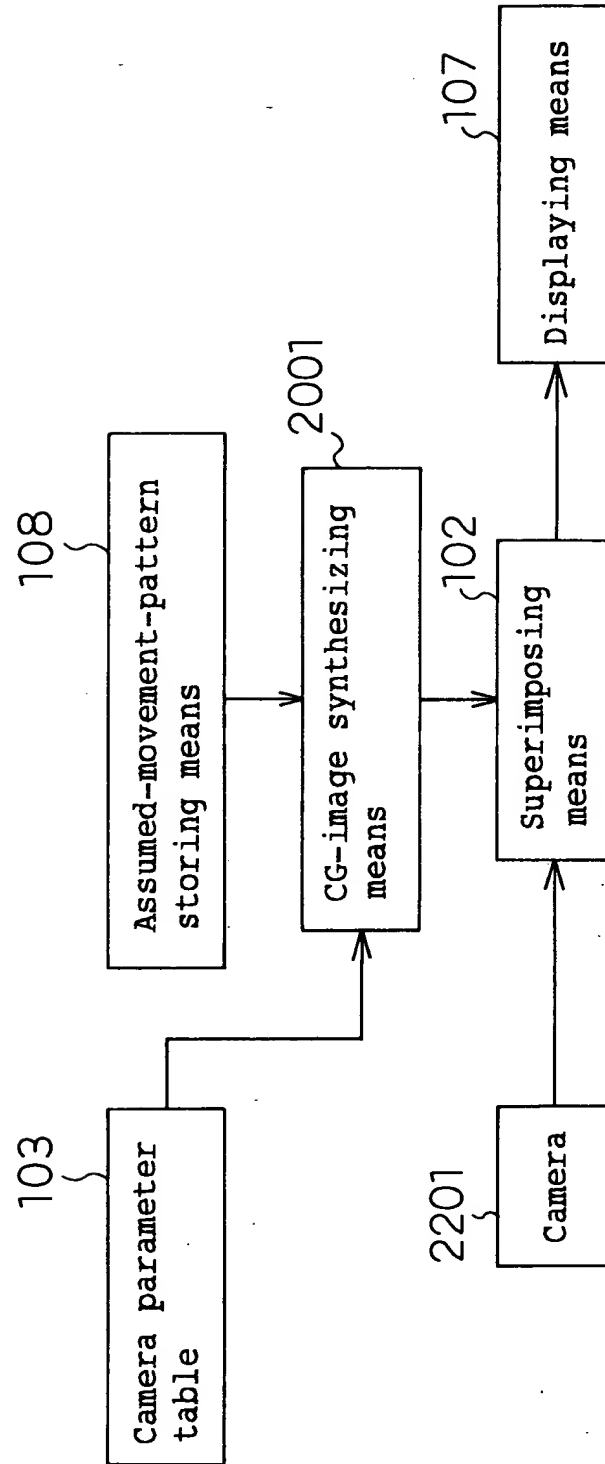


Fig. 23

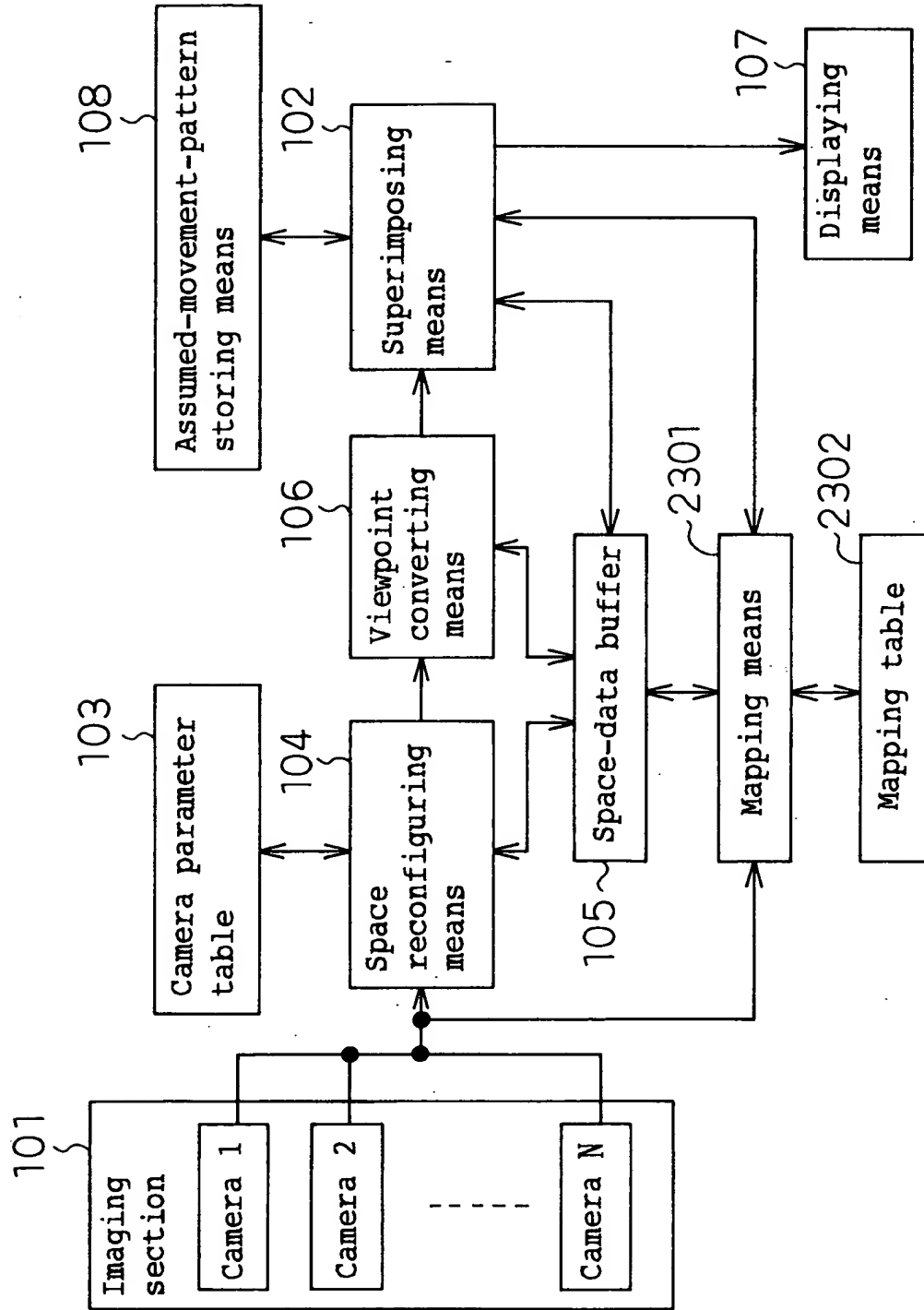


Fig. 24

(1, 10, 10)	(1, 12, 12)		...		(3, 50, 80)
(1, 11, 11)	(1, 12, 13)		...		(3, 49, 82)
(1, 12, 12)	(1, 12, 14)		...		(3, 48, 84)
.	.				.
.	.				.
.	.				.
.	.				.
.	.				.
.	.				.
(2, 0, 100)	(2, 2, 102)		...		(3, 0, 192)

Fig. 25

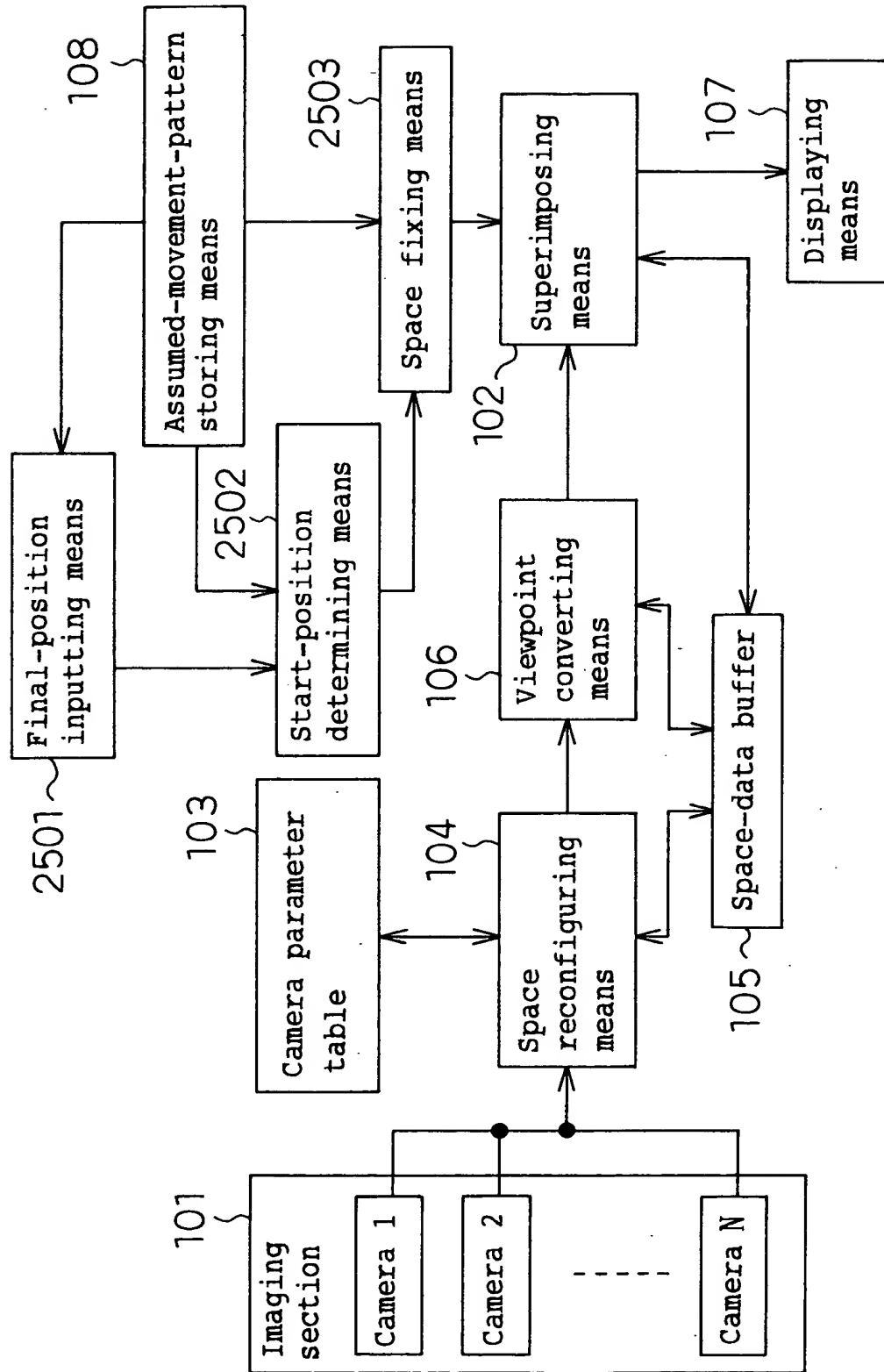


Fig. 26 (a)

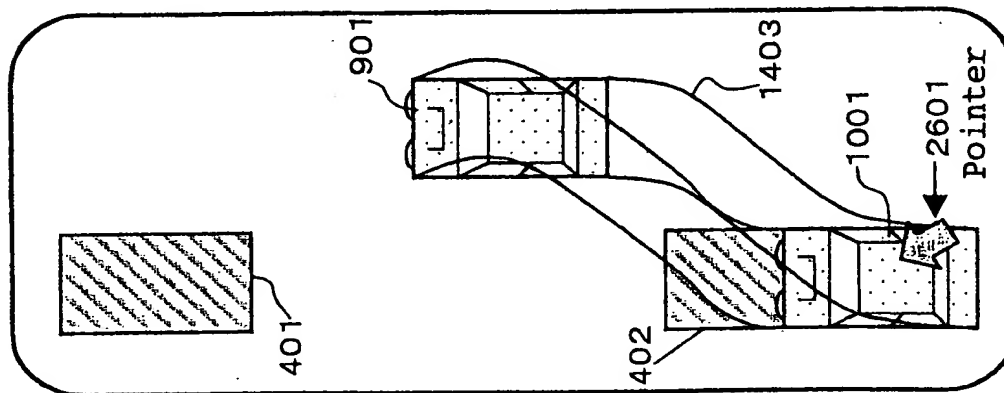


Fig. 26 (b)

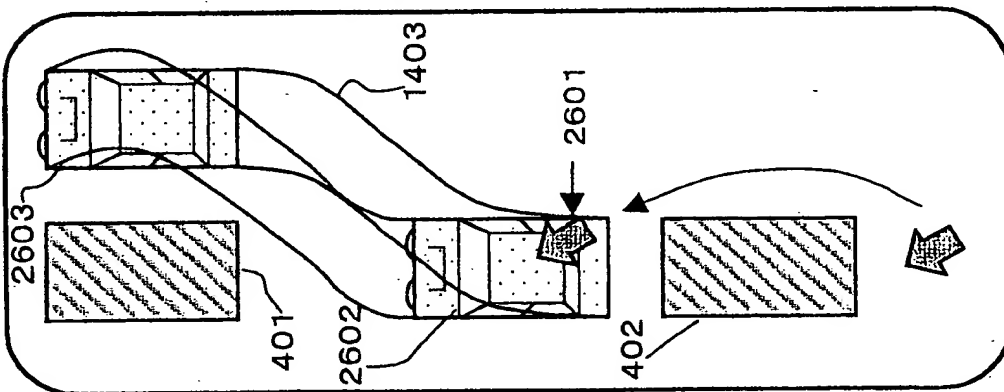
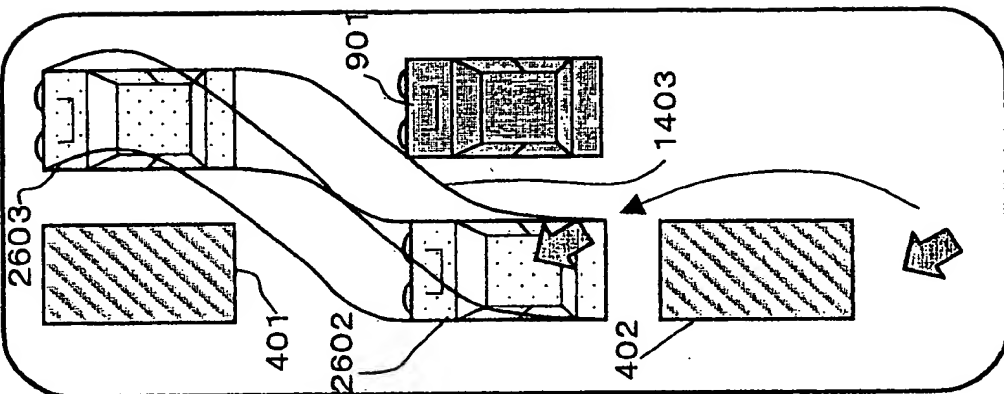


Fig. 26 (c)



Driving toward start position
(Fixing of assumed-movement
pattern to ground)

Setting of operation
end position to target
position

Fig. 27

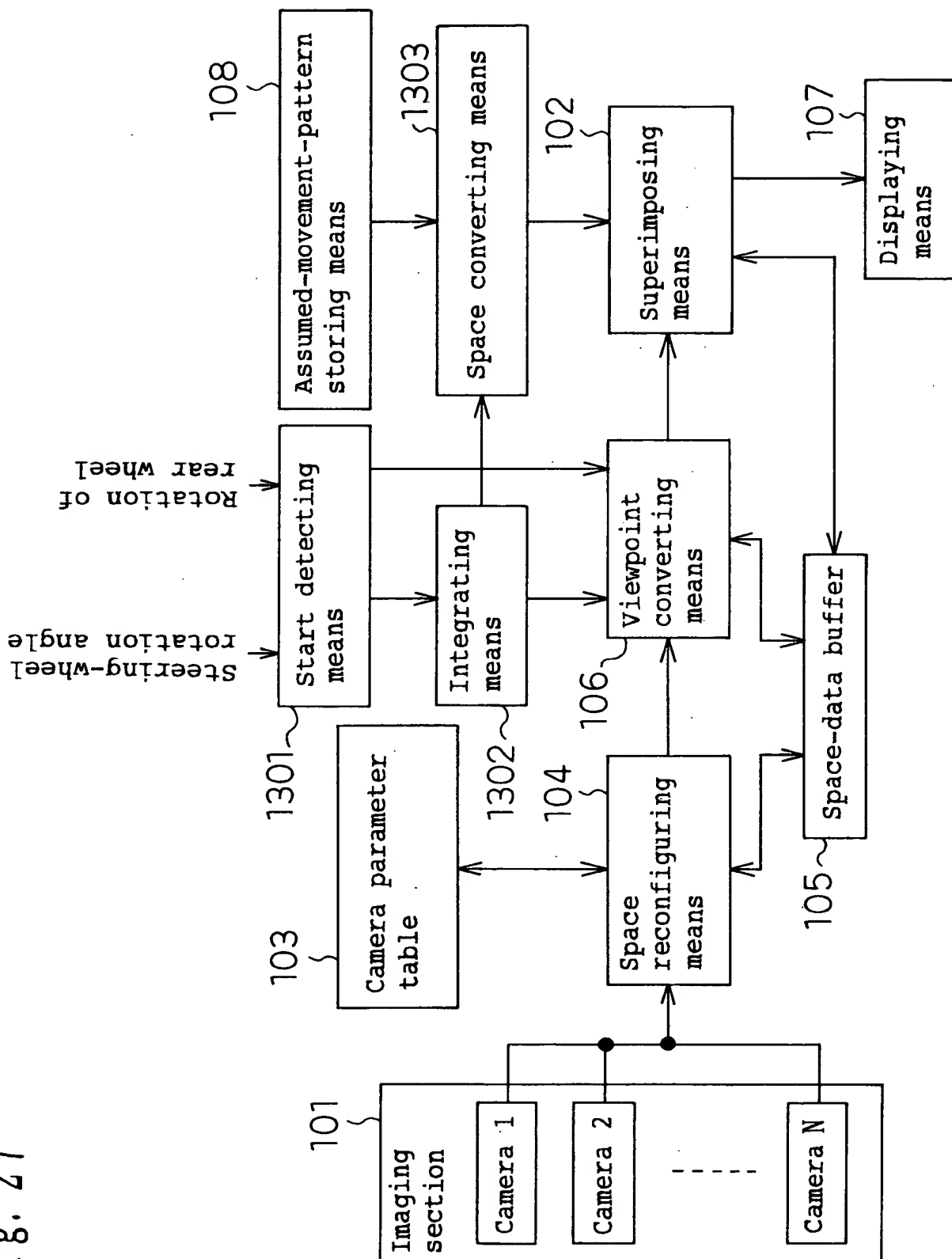
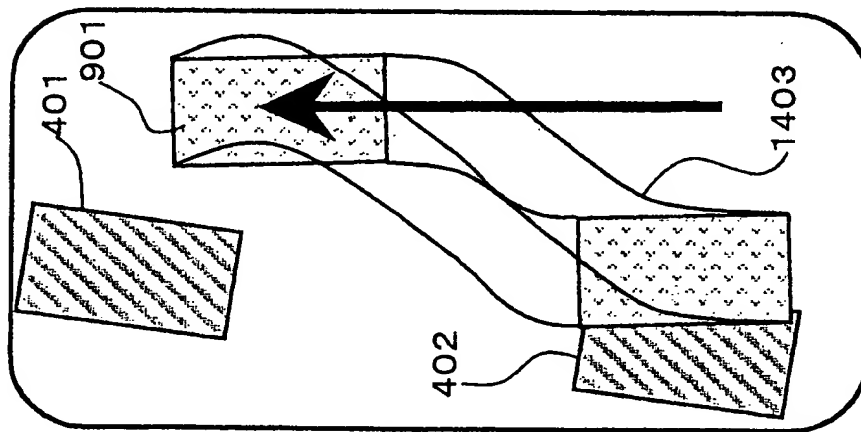
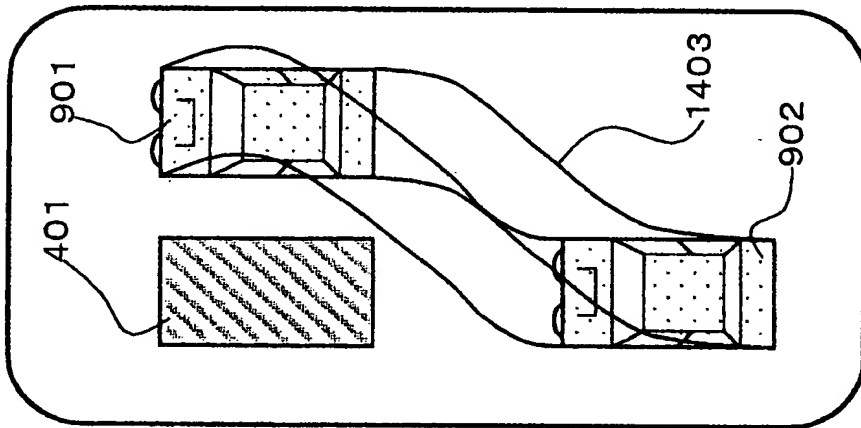


Fig. 28 (a)



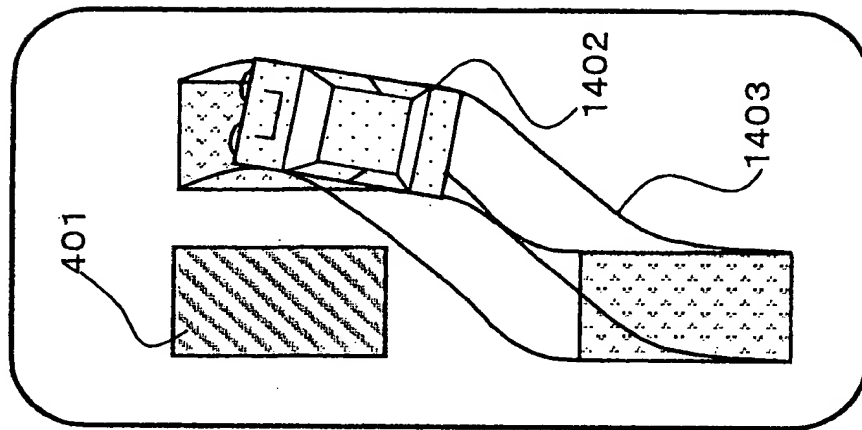
① Fixing of viewpoint to vehicle

Fig. 28 (b)



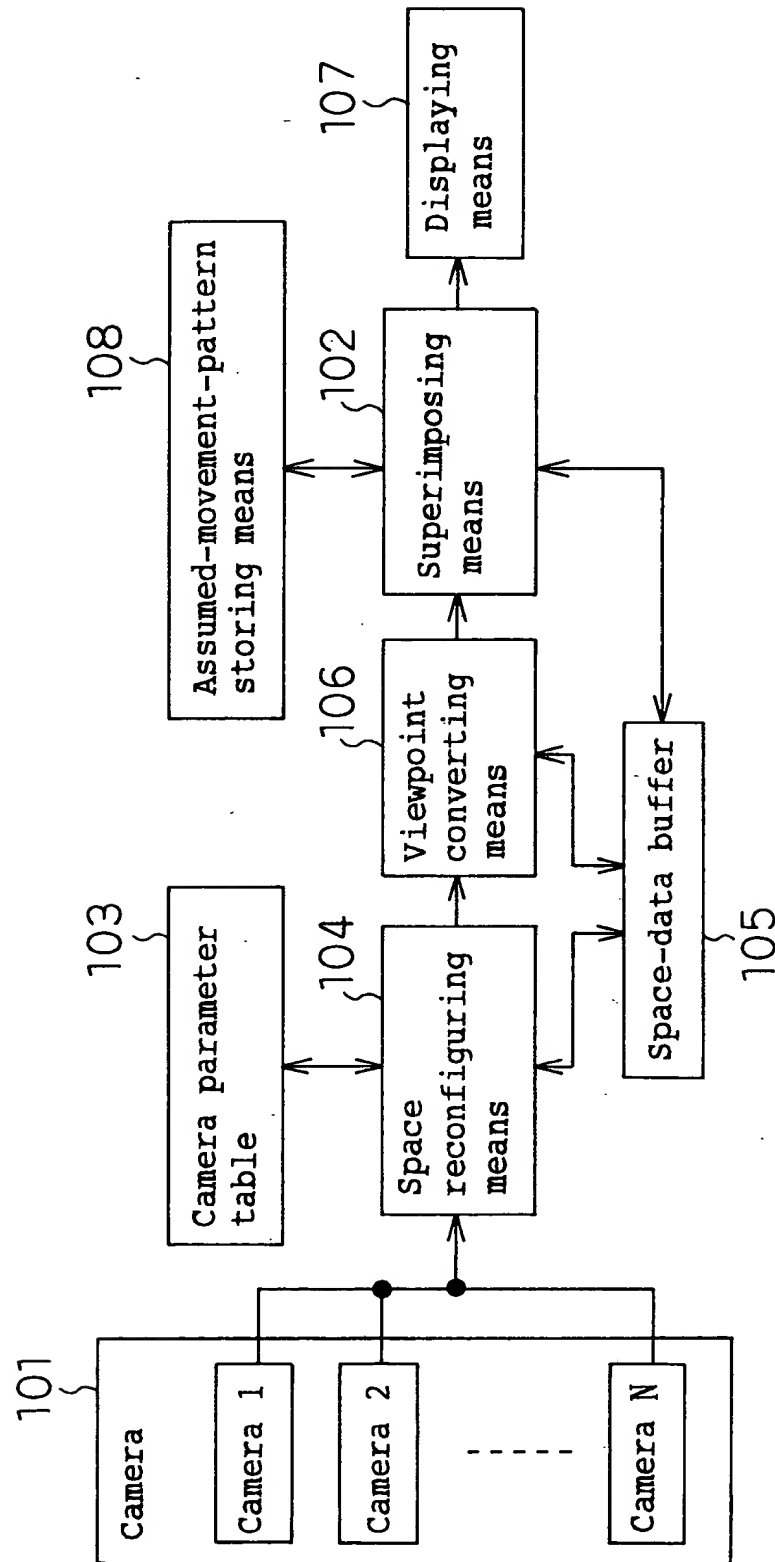
② Start of driving operation

Fig. 28 (c)



③ Fixing of viewpoint to space (Ground)

Fig. 29



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Fig. 30 (a)

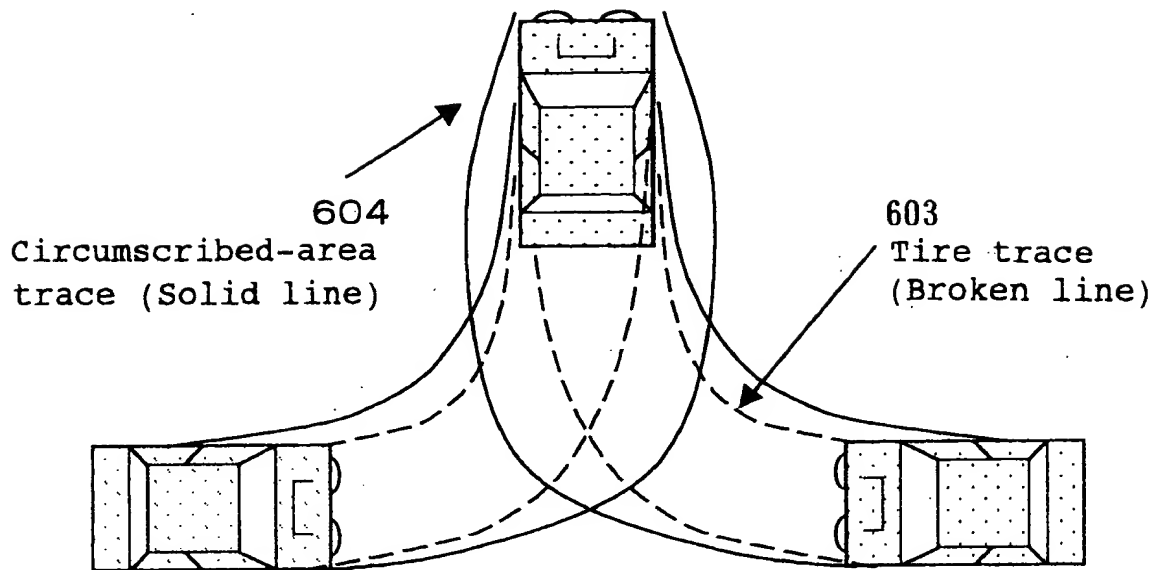


Fig. 30 (b)

Tire	Hand	Hand
0.2	180	-180
0.4	180	-180
0.6	180	-180
0.8	180	-180
1	180	-180
1.2	180	-180
1.4	180	-180
1.6	180	-180
1.8	180	-180
2	180	-180

Fig. 31

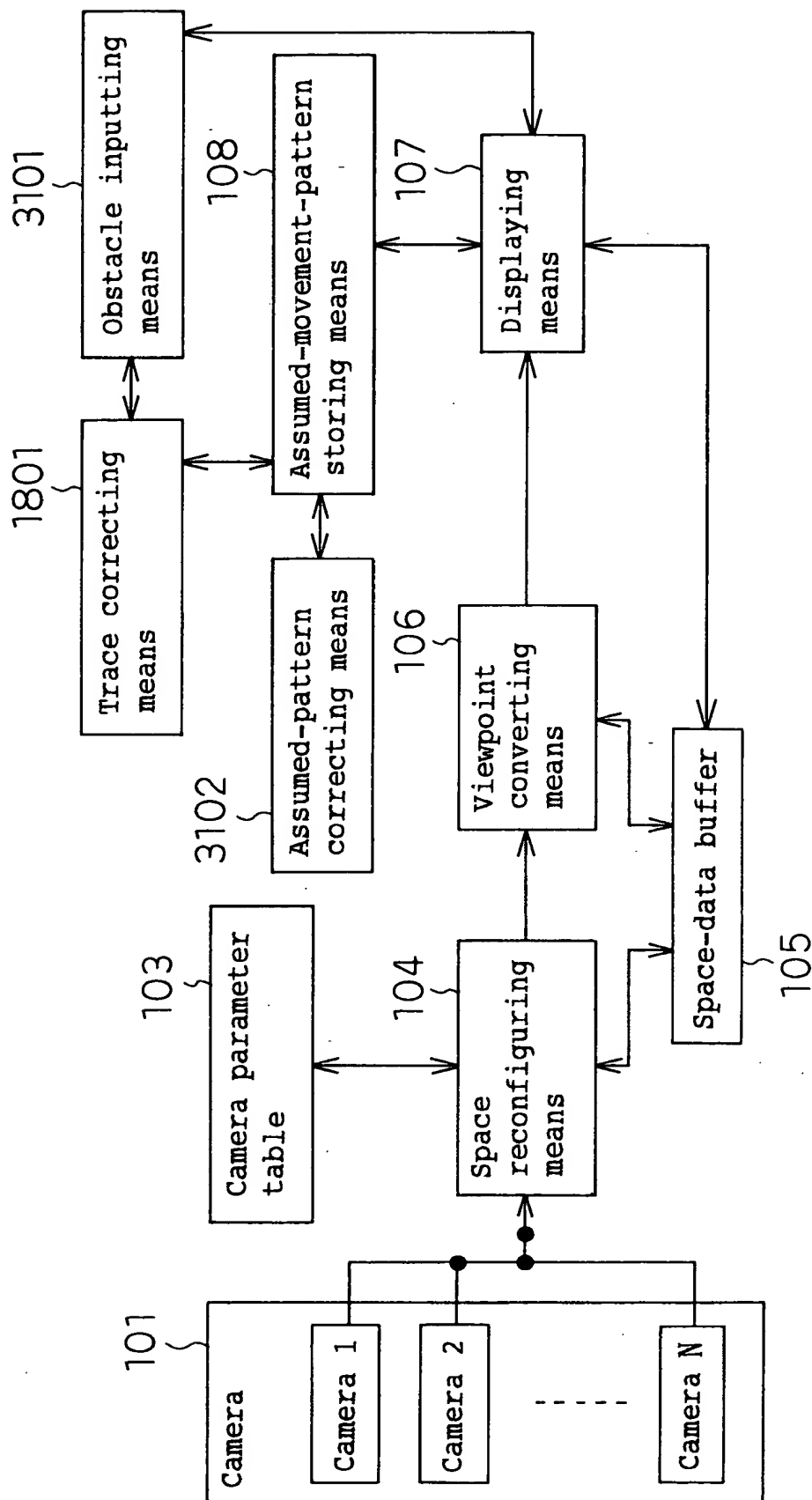


Fig. 32 (a)

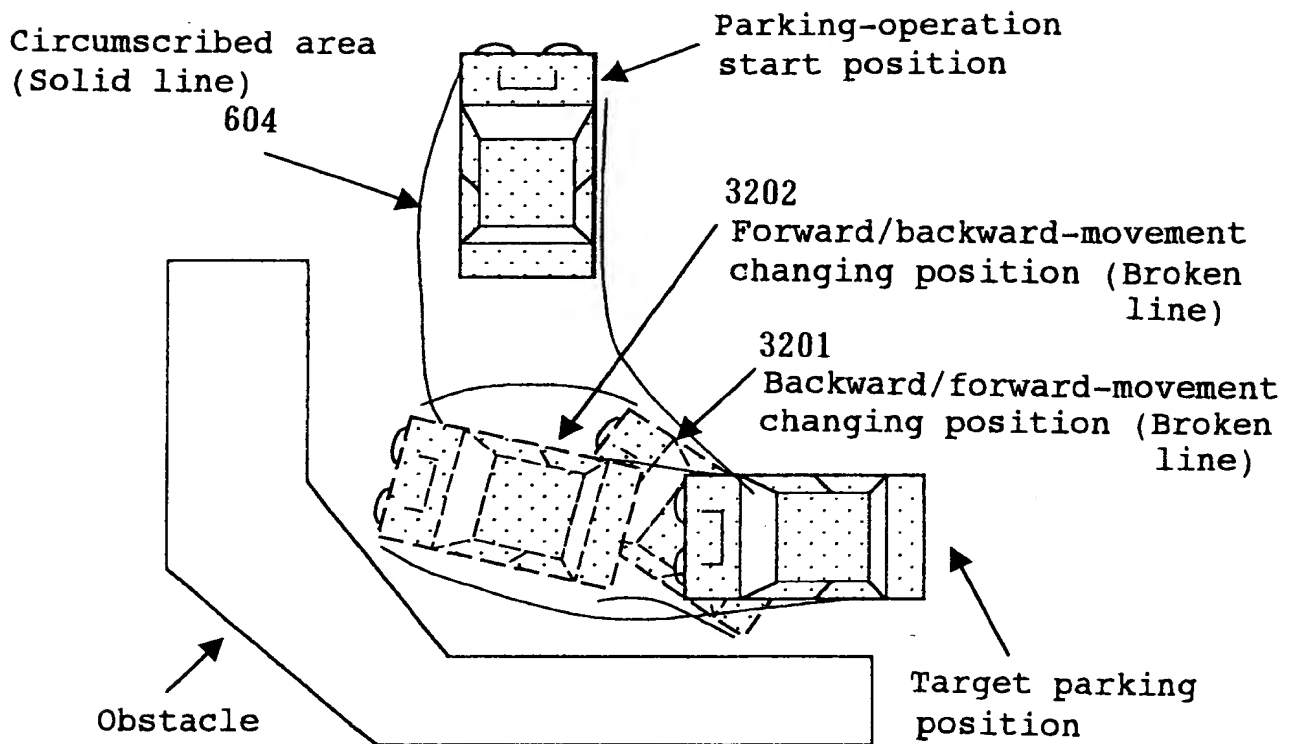
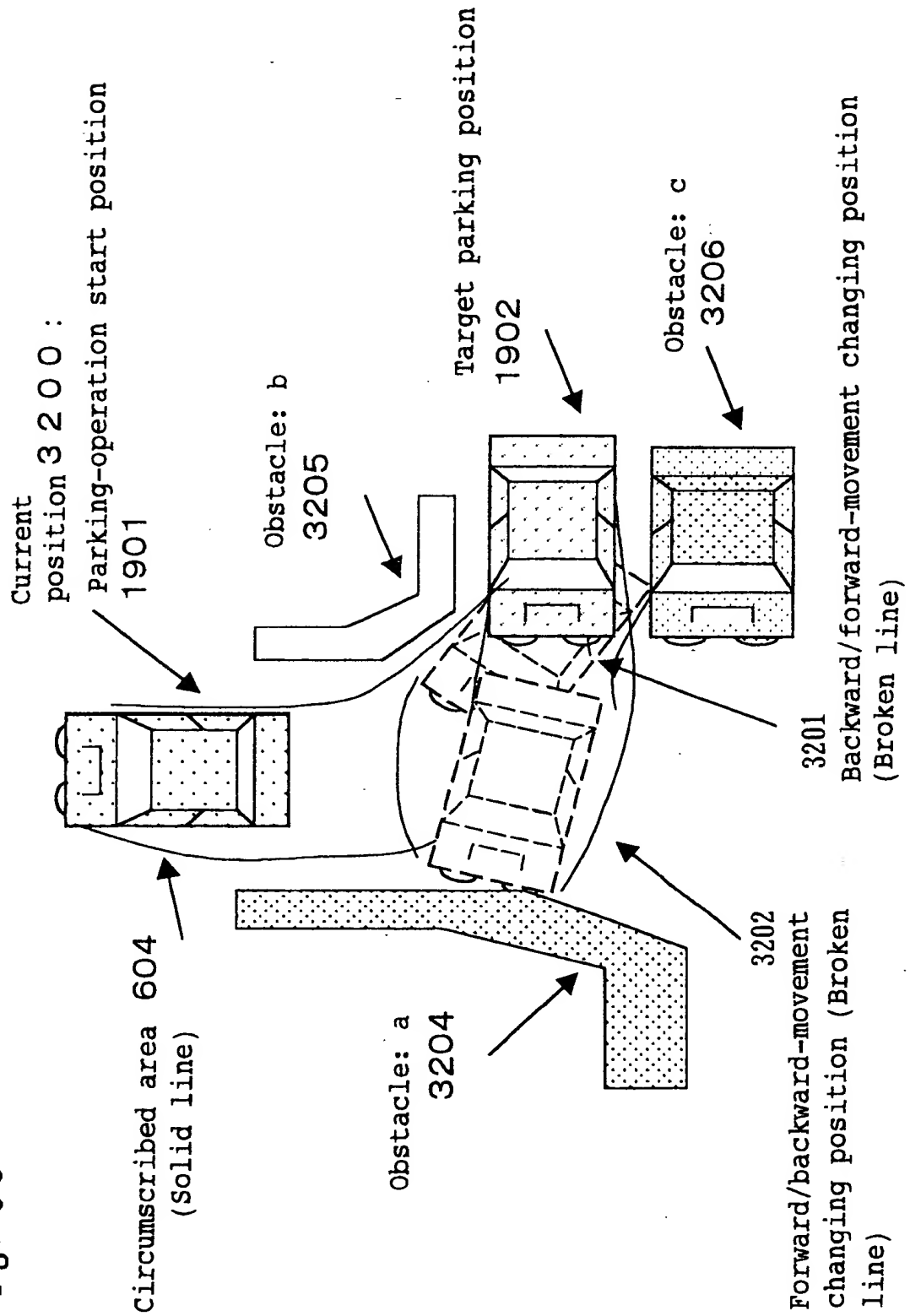


Fig. 32 (b)

Tire	Hand
0.2	180
0.4	180
0.6	180
0.8	180
0.8	-180
0.6	-180
0.6	180
0.8	180
1	90
1.2	30
1.4	0

Fig. 33



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Fig. 34

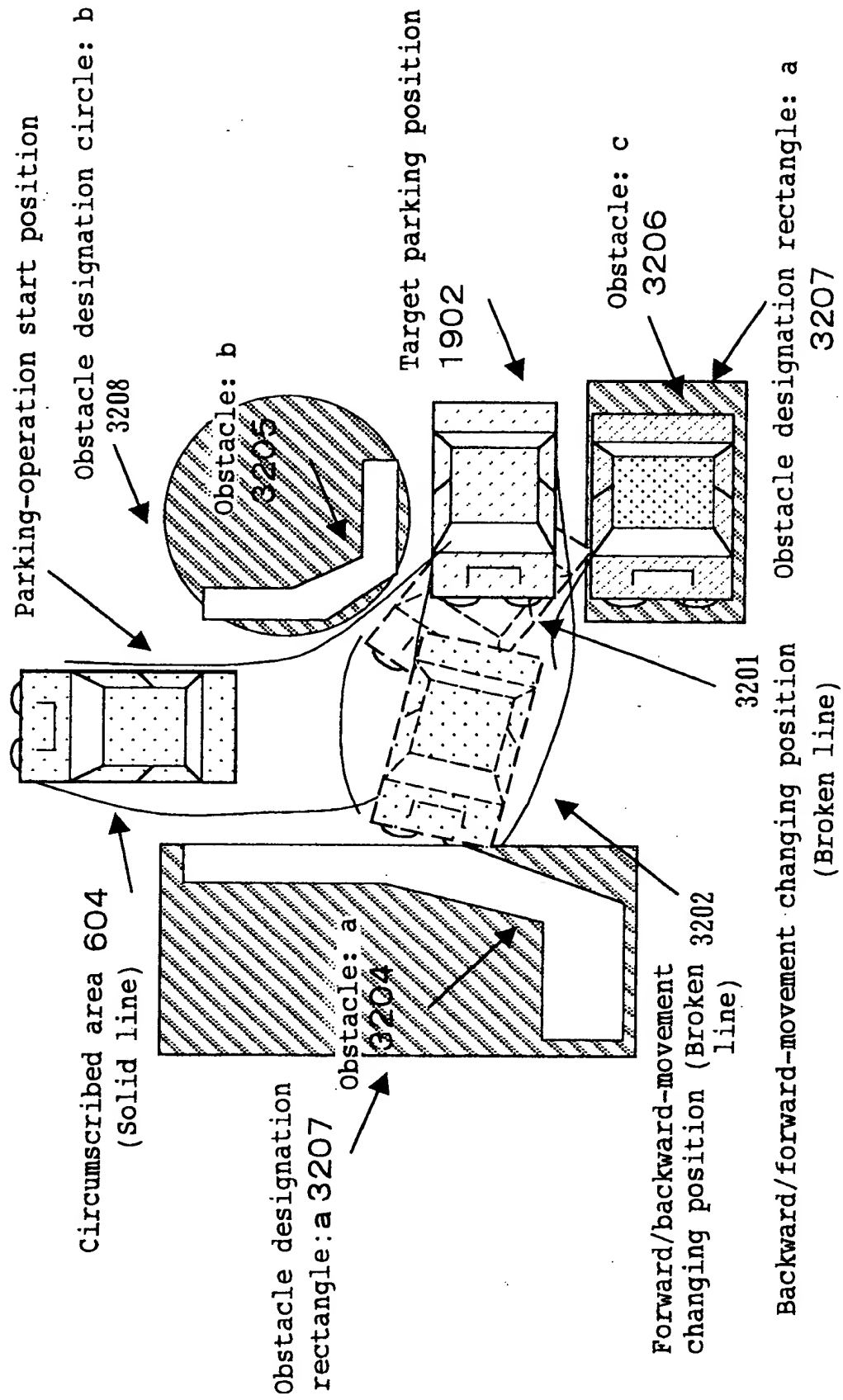


Fig. 35

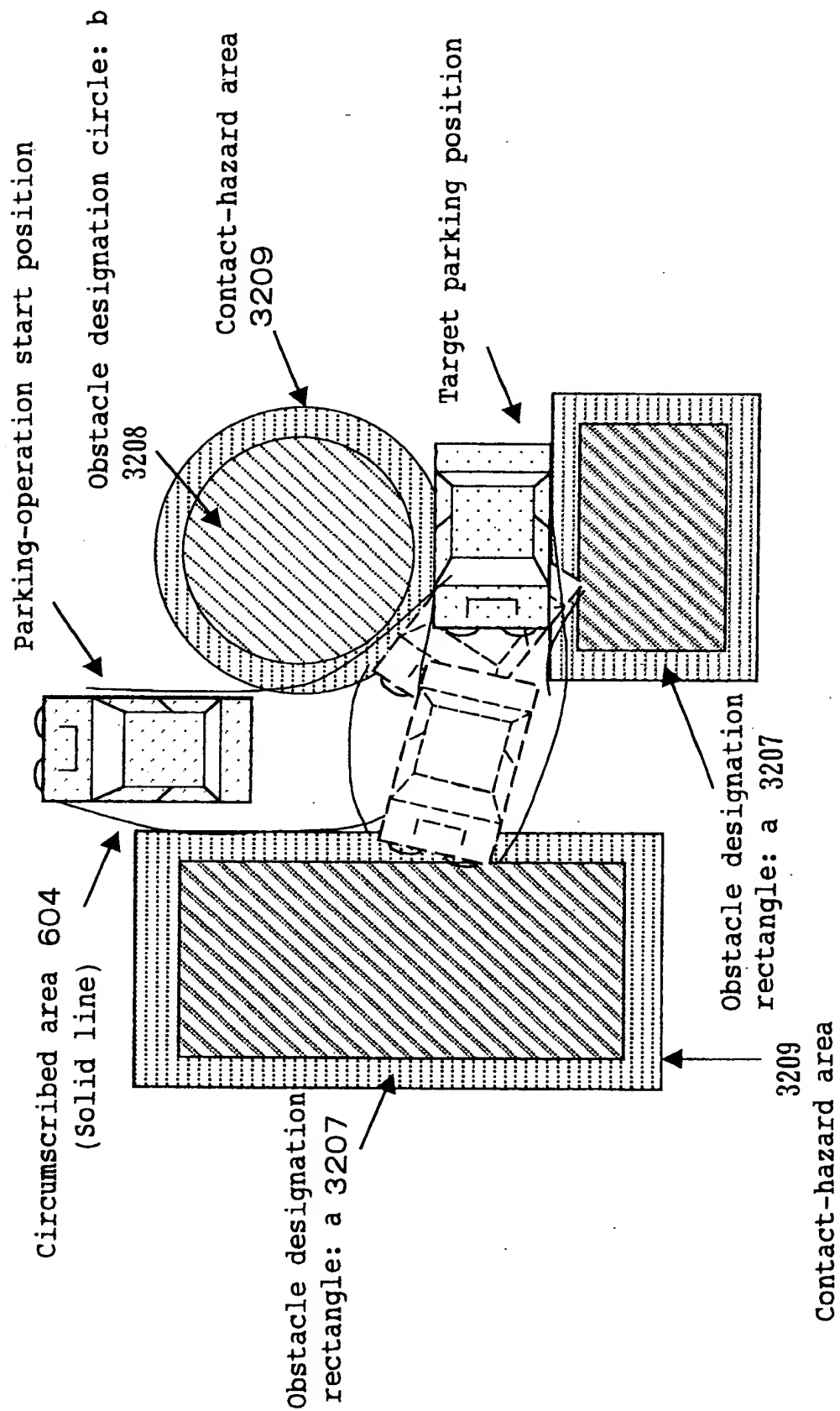


Fig. 36

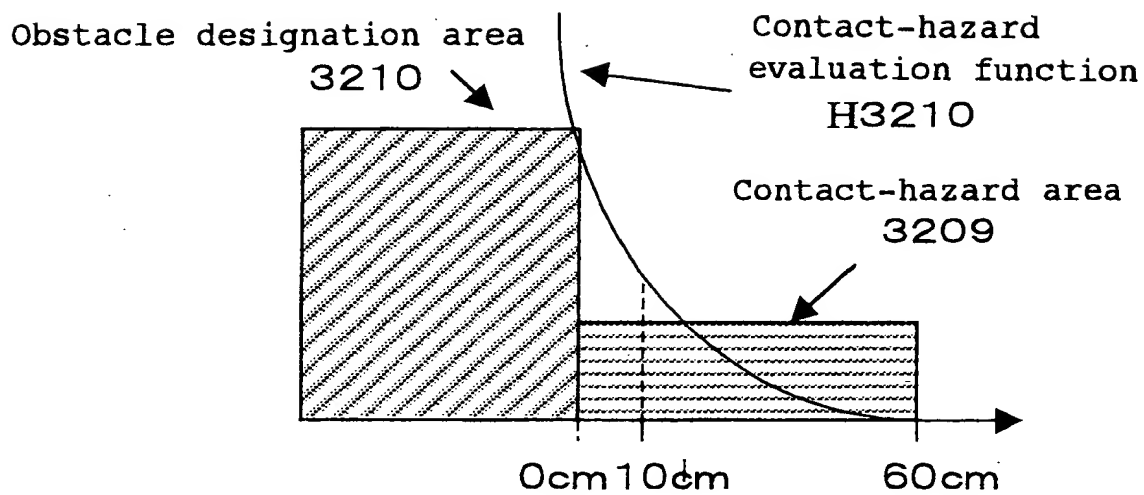


Fig. 37

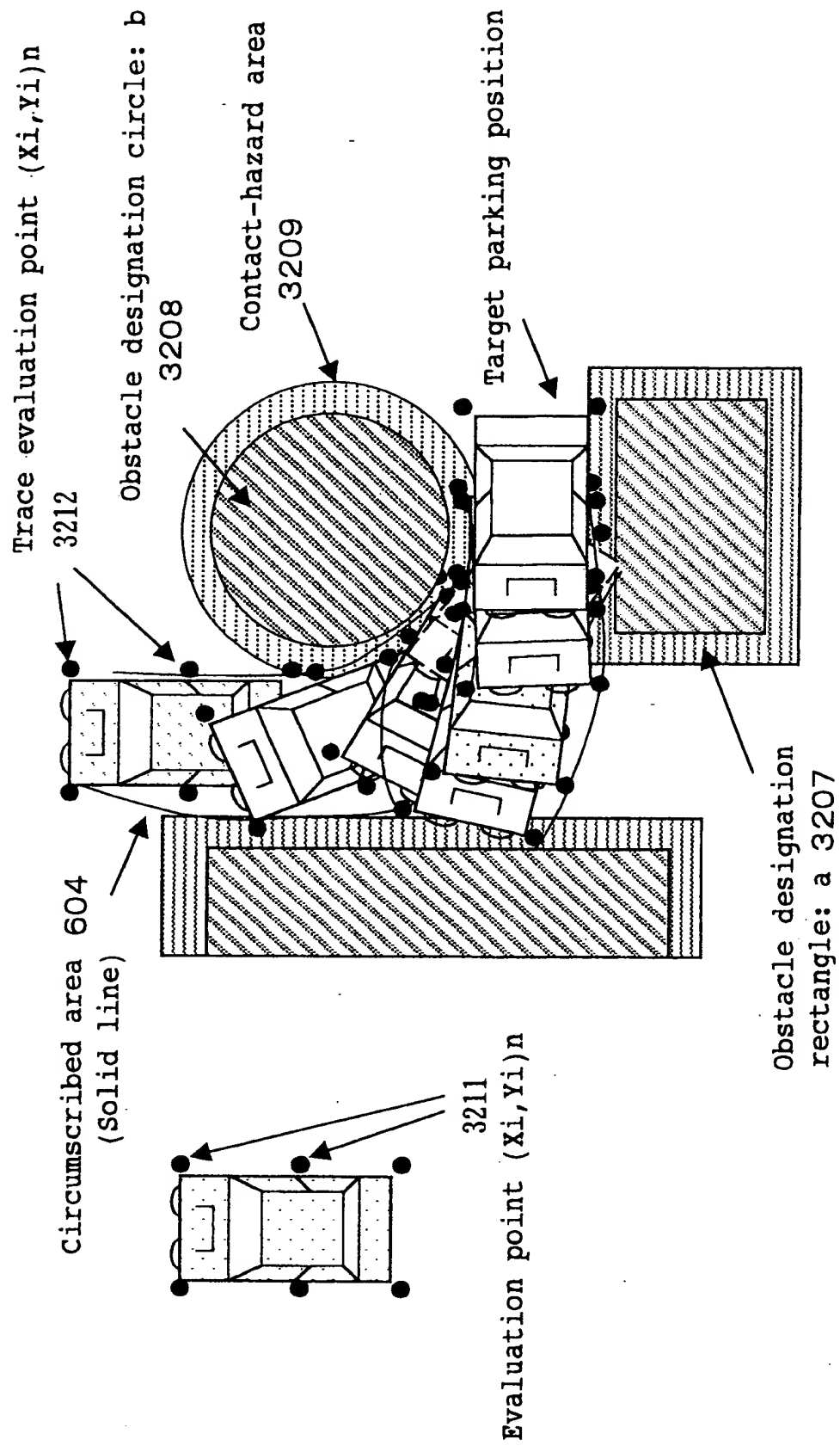


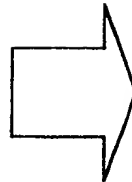
Fig. 38

$$\begin{aligned} H'' &= \sum_n \sum_i H(X_i, Y_i) n \\ &= \sum_n \sum_i H(f_x(t_m, k_m), f_y(t_m, k_m)) n \end{aligned}$$

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Fig. 39

Tire	Hand
0.2	180
0.4	180
0.6	180
0.8	180
0.8	-180
0.6	-180
0.6	180
0.8	180
1	90
1.2	30
1.4	0



Tire	Hand
0.2	30
0.4	120
0.7	180
0.9	180
0.9	-180
0.7	-180
0.7	180
0.9	180
1.1	90
1.2	30
1.4	0

Fig. 40

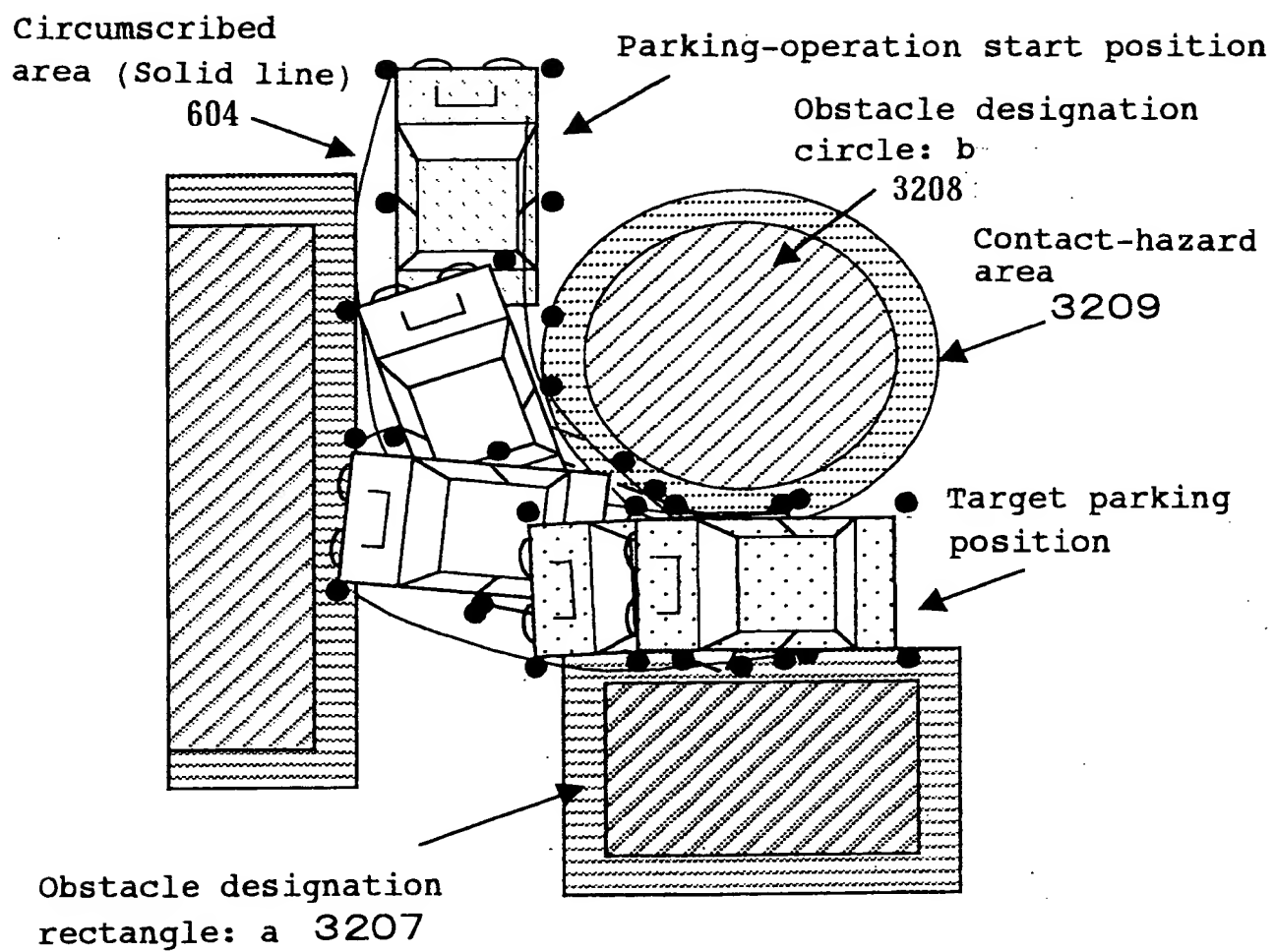


Fig. 41

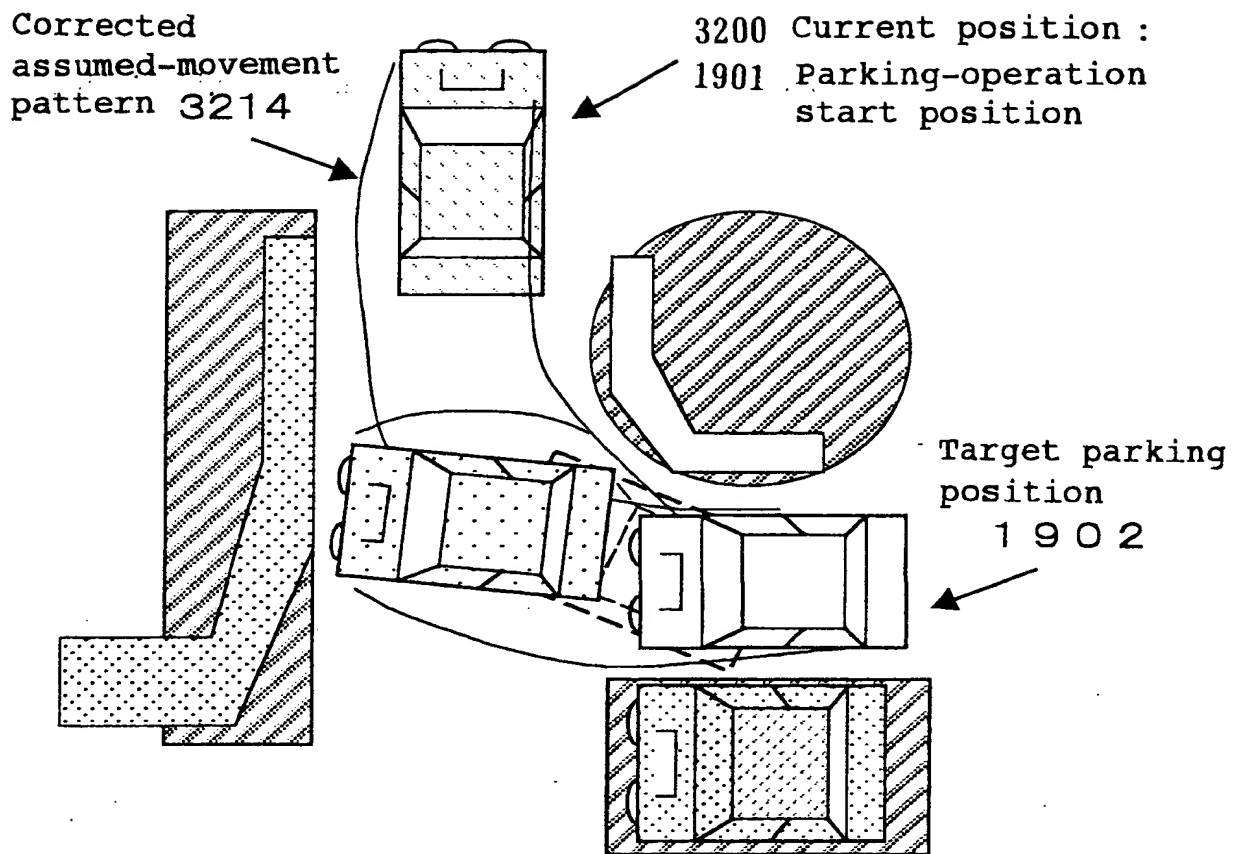


Fig. 42

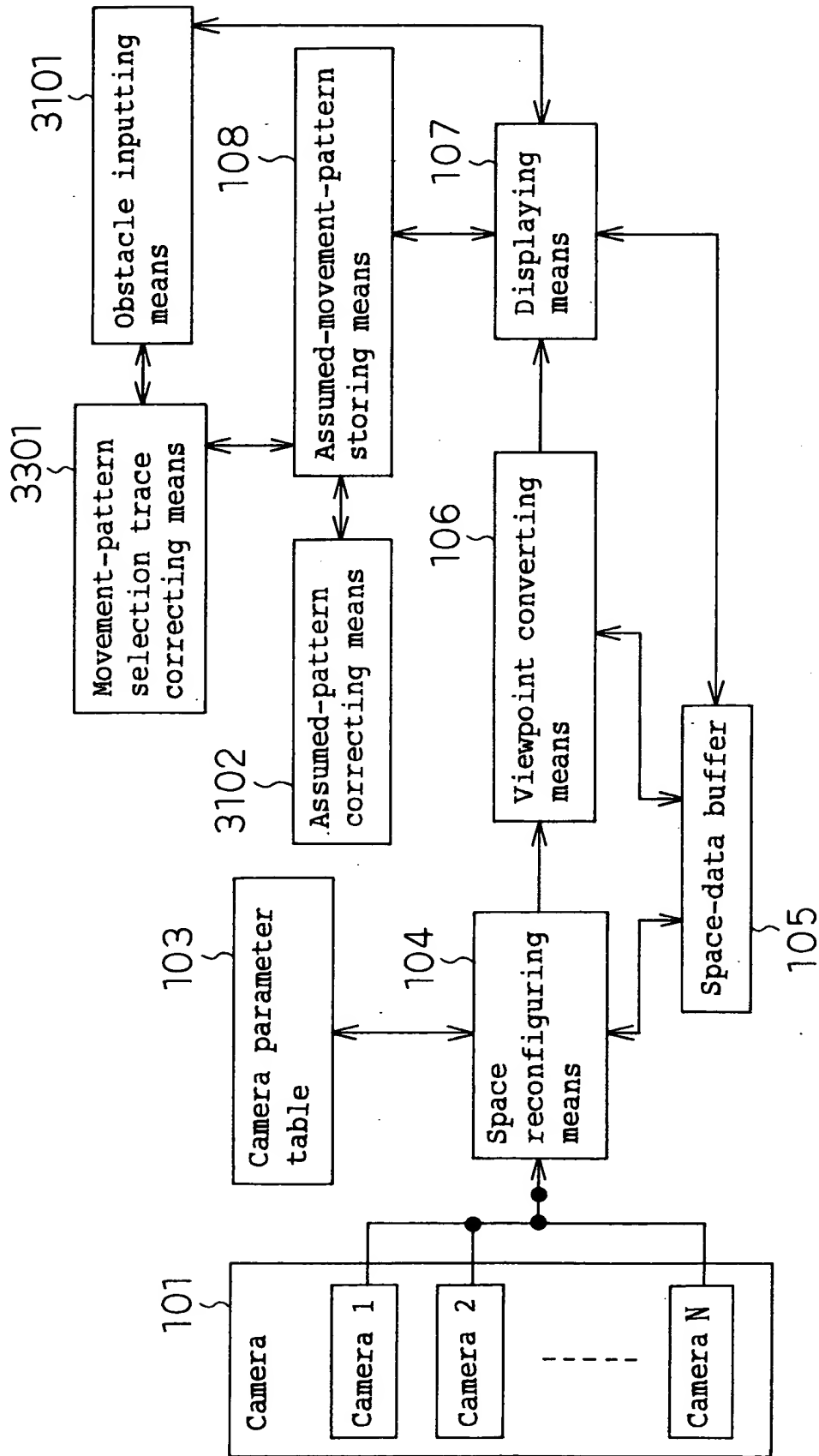


Fig. 44

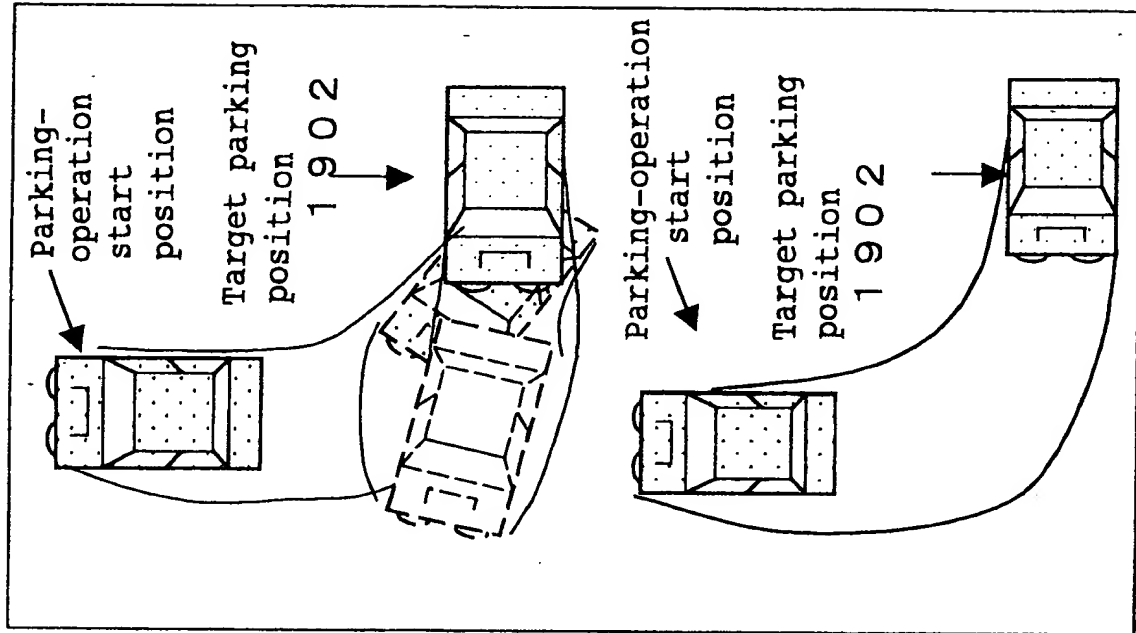


Fig. 43

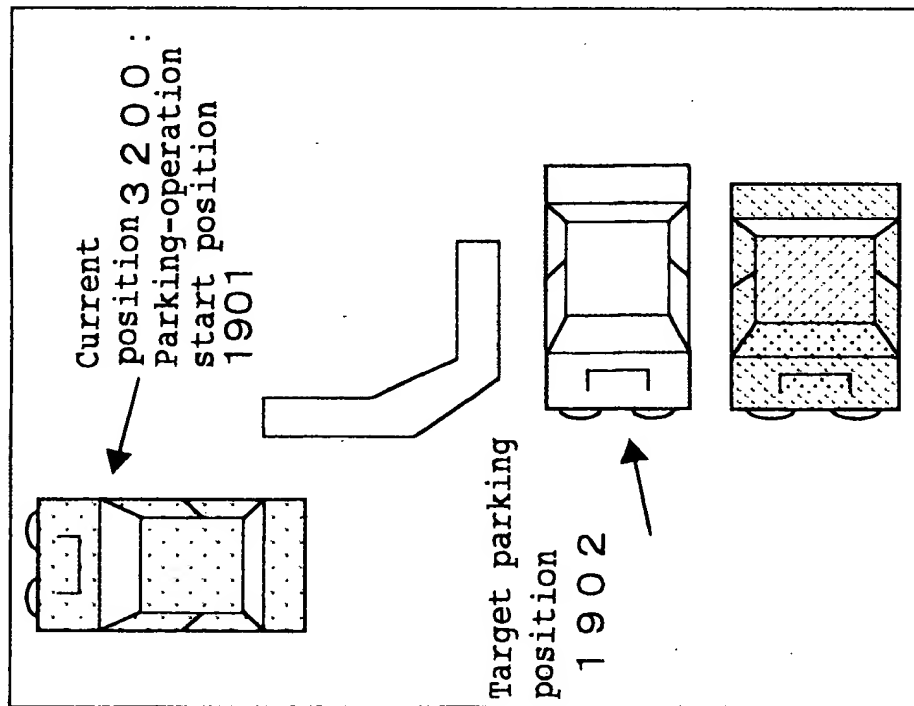


Fig. 45

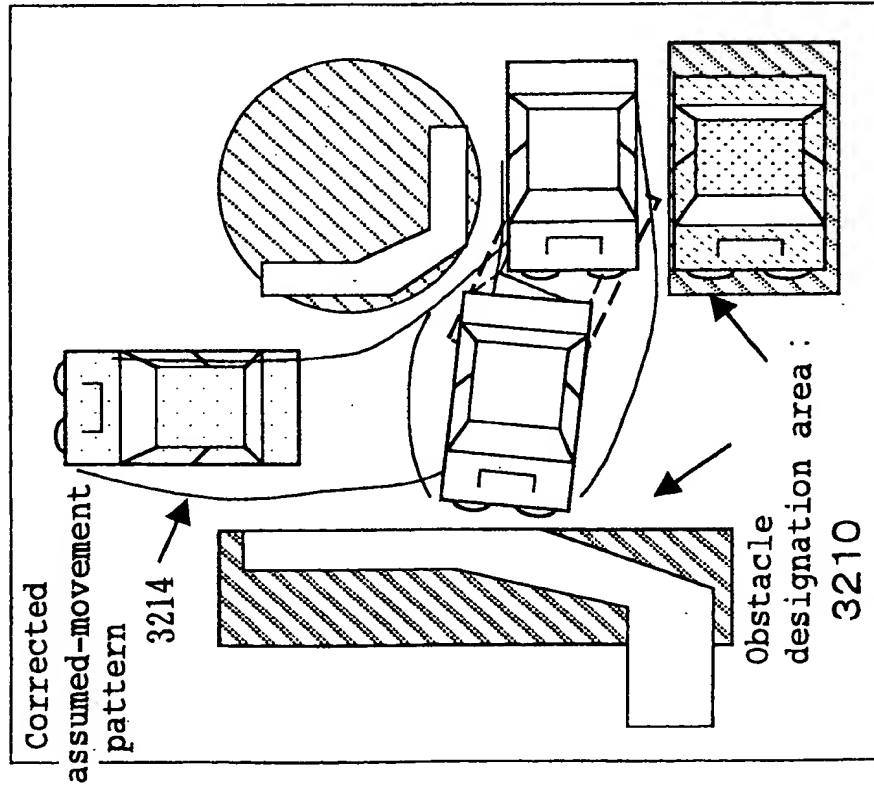


Fig. 46

